



**REGULAR MEETING  
PLAN COMMISSION/ZONING BOARD OF APPEALS  
JUNE 17, 2024 - 7:00 PM  
VILLAGE HALL - BOARD ROOM**

The Plan Commission/Zoning Board of Appeals hears requests for zoning text amendments, rezoning, special uses, and variations and forwards recommendations to the Board of Trustees. The Commission also reviews all proposals to subdivide property and is charged with Village planning, including the updating of the Comprehensive Plan for Land Use. All Plan Commission actions are advisory and are submitted to the Board of Trustees for final action.

**I. ROLL CALL**

**II. APPROVAL OF JUNE 3, 2024 MEETING MINUTES**

**III. PUBLIC HEARINGS**

**A. Z-07-2024: 311 Shore Drive (Tesla); Special Use Amendment and Findings of Fact [CONTINUED FROM JUNE 3, 2024]**

Requests an amendment to a special use to permit automobile rentals at an existing business pursuant to Ordinance #A-834-01-23, and Section X.F.2.a of the Burr Ridge Zoning Ordinance.

**B. V-04-2024: 16W030 83<sup>rd</sup> Street (Double Good); Variations and Findings of Fact [CONTINUED FROM MAY 20, 2024]**

***REQUEST BY PETITIONER TO CONTINUE TO OCTOBER 17, 2024.***

Request for two (2) variations from Zoning Ordinance Section X.F.4 & IV.W.9 to permit (1) a floor area ratio of 0.497 instead of the maximum regulation of 0.40.; and (2) an addition to an existing building to be built within 40 feet of a residential district boundary line instead of the 150-foot regulation.

**C. V-05-2024: 6520 S. Elm Street (Broucek); Variation and Findings of Fact**

Request for three (3) variation requests from Zoning Ordinance Sections VI.F.7 & IV.H. to permit (1) a corner side yard setback of 4' 9 ½" instead of the 30' minimum regulations, (2) a rear yard setback 9' 7 ¾" instead of the 10' maximum regulation, and (3) a combined horizontal area of all accessory buildings, structures, and uses to exceed the 30 percent maximum regulation.

**D. Z-05-2024: 340 Shore Drive (Factor 75); Special Use and Findings of Fact [CONTINUED FROM MAY 20, 2024]**

***REQUEST BY PETITIONER TO CONTINUE UNTIL JULY 1, 2024.***

Request for special uses for (1) outside storage in accordance with Zoning Ordinance Section X.F; and (2) a fence in a non-residential district in accordance with Zoning Ordinance Section IV.J.

**E. Z-06-2024: Zoning Ordinance Amendment for Warehouse and Warehousing (Village of Burr Ridge); Text Amendment and Findings of Fact [CONTINUED FROM MAY 6, & MAY 20, 2024]**

Request to consider text amendments to Section X.E, X.F, & XIV of the Burr Ridge Zoning Ordinance to clarify and define the “warehouse” and “warehousing” uses in the L-I and G-I districts.

**IV. CORRESPONDENCE**

**A. Board Reports**  
June 10, 2024

**B. Building Reports**  
None.

**V. OTHER CONSIDERATIONS**

**A. S-01-2024: 15W451 91<sup>st</sup> Street (Burr Ridge Middle School); Conditional Sign Approval and Findings of Fact**

**VI. PUBLIC COMMENT**

*In accordance with the Plan Commission/Zoning Board of Appeals Rules of Procedure, up to thirty (30) minutes shall be allocated for public comment which may be extended by the presiding officer. Each person shall be granted no more than three (3) minutes per meeting to address the Commission, unless such time limit is extended by the presiding officer.*

**VII. FUTURE MEETINGS**

**June 24 Village Board**  
Commissioner Parrella is the scheduled representative.

**July 1 Plan Commission**

**A. Z-05-2024: 340 Shore Drive (Factor 75); Special Use and Findings of Fact [CONTINUED FROM MAY 20, & JUNE 17, 2024]**

Request for special uses for (1) outside storage in accordance with Zoning Ordinance Section X.F; and (2) a fence in a non-residential district in accordance with Zoning Ordinance Section IV.J.

**B. Z-03-2024: Zoning Ordinance Amendment for Outdoor Dining (Village of Burr Ridge); Text Amendment and Findings of Fact [CONTINUED FROM APRIL 1, & JUNE 3, 2024]**

Request to consider text amendments to Section VIII.I.e of the Burr Ridge Zoning Ordinance to amend outdoor dining regulations to permit outdoor dining year-round in the Business Districts.

**B. Z-10-2023: 212 Burr Ridge Parkway (Jonny Cabs); Special Use Amendment and Findings of Fact [CONTINUED FROM NOVEMBER 20, DECEMBER 18, 2023, FEBRUARY 5, APRIL 15, & JUNE 3, 2024]**

Requests an amendment to a special use regarding an outdoor dining enclosure at an existing restaurant pursuant to Ordinance #A-834-02-21, County Line Square PUD Ordinance #A-834-19-21, and Section VIII.1.e of the Burr Ridge Zoning Ordinance.

**C. Z-12-2023: 114 Burr Ridge Parkway (Capri Express); Special Use Amendment and Findings of Fact [CONTINUED FROM DECEMBER 4, DECEMBER 18, 2023, FEBRUARY 5, & APRIL 15, & JUNE 3, 2024]**

Request for an amendment to a special use regarding an outdoor dining enclosure at an existing restaurant pursuant to Ordinance #A-834-17-21, County Line Square PUD Ordinance #A-834-19-21, and Section VIII.1.e of the Burr Ridge Zoning Ordinance.

**July 8 Village Board**

Chairman Trzupek is the scheduled representative.

**July 15 Plan Commission**

**A. V-01-2024: 15W765 80<sup>th</sup> Street (LaConte); Variation and Findings of Fact [REMANDED FROM JUNE 10, 2024 BOARD OF TRUSTEES]**

Requests for three (3) variations from Zoning Ordinance Section IV.J to permit (1) a fence within a corner side yard setback, (2) a fence in the front yard, and (3) a fence less than 50 percent open.

**B. Z-08-2024: Zoning Ordinance Amendment for Manufacturing District Uses (Village of Burr Ridge); Text Amendment and Findings of Fact**

Request to consider text amendments to Section X & XIV of the Burr Ridge Zoning Ordinance to review the entirety of the Manufacturing Districts.

**VIII. ADJOURNMENT**

# **VILLAGE OF BURR RIDGE PLAN COMMISSION/ZONING BOARD OF APPEALS**

## **MINUTES FOR REGULAR MEETING OF JUNE 3, 2024**

### **I. ROLL CALL**

The meeting of the Plan Commission/Zoning Board of Appeals was called to order at 7:00 p.m. at the Burr Ridge Village Hall Board Room, 7660 County Line Road, Burr Ridge, Illinois by Chairman Trzupek.

**ROLL CALL** was noted as follows:

**PRESENT:** 7 – Irwin, McCollian, Petrich, Broline, Stratis, Morton, and Trzupek

**ABSENT:** 1 – Parrella

Planner Ella Stern was present.

### **II. APPROVAL OF PRIOR MEETING MINUTES – MAY 20, 2024**

Commissioner Petrich stated on page ten, paragraph four, shall state “adjacent neighbors.”

Commissioner McCollian stated that her vote was not recorded for case V-02-2024. Stern clarified that Commissioner McCollian did not vote on variation requests.

A **MOTION** was made by Commissioner Petrich and **SECONDED** by Commissioner Irwin to approve the minutes of the May 20, 2024 meeting as amended.

**ROLL CALL VOTE** was as follows:

**AYES:** 6 – Petrich, Irwin, McCollian, Broline, Morton, and Trzupek

**NAYS:** 0 – None

**ABSTAIN:** 1 – Stratis

**MOTION CARRIED** by a vote of 6-0 with one abstention.

### **III. PUBLIC HEARINGS**

Chairman Trzupek introduced the public hearings on the agenda. Chairman Trzupek requested to swear in all those wishing to speak on such matters on the meeting agenda and a swearing in of such individuals was conducted.

#### **A. Z-07-2024: 311 Shore Drive (Tesla); Special Use Amendment and Findings of Fact**

Chairman Trzupek introduced the case and asked for a summary. Stern stated that staff requested the case be continued until the June 17, 2024 Plan Commission meeting.

A **MOTION** was made by Commissioner Irwin and **SECONDED** by Commissioner McCollian to continue the public hearing for case Z-07-2024 to the June 17, 2024 Plan Commission meeting.



**ROLL CALL VOTE** was as follows:

**AYES:** 7 – Irwin, McCollian, Petrich, Broline, Stratis, Morton, and Trzupek  
**NAYS:** 0 – None

**MOTION CARRIED** by a vote of 7-0

**B. Z-03-2024: Zoning Ordinance Amendment for Outdoor Dining (Village of Burr Ridge); Text Amendment and Findings of Fact [CONTINUED FROM APRIL 1, 2024]**

Chairman Trzupek introduced the case and asked for a summary. Stern stated that on February 12, 2024, the Board of Trustees directed the Plan Commission to hold a public hearing on potential Zoning Ordinance text amendments to permit outdoor dining year-round in the Business Districts. Stern stated on April 1, 2024, the Plan Commission continued case Z-03-2024 and requested staff research outdoor dining, outdoor dining enclosures, and design aesthetics. Stern noted that staff surveyed surrounding municipalities and reviewed their outdoor dining regulations. Stern stated that staff found that neighboring municipalities generally lack specific regulations regarding outdoor dining enclosures. Stern showed example illustrations of different enclosures, including the Village Center entertainment district approval from 2023. Stern noted that the Burr Ridge Zoning Ordinance does not define “demountable walls.” Stern stated that the Plan Commission may wish to define demountable walls. Stern noted that a demountable wall may be “moveable walls or demountable walls, which are wall systems that can be removed and reinstalled.” Stern provided the proposed language.

Chairman Trzupek discussed the outdoor dining regulations in the neighboring municipalities, outdoor dining versus enclosed dining, and building permits. Chairman Trzupek expressed concern regarding entering and exiting, ventilation, safety, and permits. Chairman Trzupek noted that the Plan Commission does not amend the Building Code.

Alice Krampits, 7515 Drew Ave., discussed temporary versus permanent outdoor dining, bollards, and outdoor dining designs. Krampits noted she was opposed to year-round outdoor dining and the wall enclosures. Krampits stated that the temporary structures did not enhance the mall or restaurants and that outdoor dining should be permanent structures. Krampits expressed concern regarding parking, fire, and safety.

Chairman Trzupek asked about the additional parking spaces needed for outdoor dining. Stern stated that staff reviewed parking in the special use request for outdoor dining.

Commissioner Irwin supported open outdoor dining year-round and only enclosed outdoor dining during the winter. Commissioner Irwin stated that enclosed outdoor dining should be aesthetically pleasing and made of high-quality, demountable wall structures, not plastic vinyl.

Commissioner McCollian agreed with Commissioner Irwin. Commissioner McCollian noted she was not opposed to the clear vinyl. Commissioner McCollian discussed and stated support for the Ordinances from neighboring municipalities.

Commissioner Petrich stated support for converting an outdoor dining area into an enclosed area provided that the enclosures met Building Code requirements. Commissioner Petrich questioned the term aesthetic uniformity and suggested the Plan Commission review alternative terms, such as monotonous or complimentary designs.

Commissioner Broline noted the public had shown interest in outdoor dining. Commissioner Broline expressed safety concerns. Commissioner Broline stated that enclosures should be reviewed for compliance with the Building and Engineering department. Commissioner Broline discussed the regulations from neighboring municipalities. Commissioner Broline discussed the outdoor dining enclosure at Pella restaurant.

Commissioner Irwin suggested the Plan Commission review outdoor dining enclosures through a special use. Commissioner Irwin supported the outdoor dining enclosure and approval process for Pella Restaurant.

Chairman Trzupek noted Pella did not have outdoor dining, and the area was a structure with a retractable roof and permanent walls with large doors that opened up.

Commissioner Stratis agreed with Commissioner Irwin. Commissioner Stratis supported outdoor dining for nine months of the year and enclosed outdoor dining for three or four months. Commissioner Stratis noted he did not support the outdoor dining enclosures, tables, and chairs outside year-round. Commissioner Stratis asked about the proposed draft language pertaining to the design standards. Stern stated staff proposed different design requirements, and the Plan Commission may wish to choose alternative materials and colors. Stern noted that the Village lacked regulations for uniform design standards. Commissioner Stratis discussed bollards and alternative materials regarding outdoor dining enclosures.

Commissioner Morton agreed with Chairman Trzupek regarding Pella restaurant. Commissioner Morton discussed the potential contradiction of temporary or permanent walls with outdoor dining. Commissioner Morton supported maintaining the current outdoor dining regulations. Commissioner Morton expressed concern regarding fire, safety, occupancy, and compliance with the Building Code. Commissioner Morton noted that Jonny Cabs had removed their outdoor dining enclosure. Commissioner Morton suggested the Commission emphasize open throughways. Commissioner Morton noted that bollards would further limit space for wheelchair users and pedestrians. Commissioner Stratis noted an accident that occurred in Hinsdale.

Chairman Trzupek agreed with Commissioner Morton. Chairman Trzupek suggested outdoor dining enclosures be demountable walls, not vinyl if the Commission chose to permit outdoor dining enclosures year-round. Chairman Trzupek discussed and questioned entering and exiting, fire safety, and ventilation with the building codes. Stern stated demountable walls were reviewed for compliance with the building codes. Chairman Trzupek supported maintaining the current outdoor dining regulations. Stern noted the existing regulations require special use approval to permit an outdoor dining enclosure. Chairman Trzupek stated the Commission could permit outdoor dining year-round while maintaining wall enclosure regulations but including standards for a special use.

Commissioner Morton noted that addressing concerns related to special use and other issues required a special use application, which might involve further steps and involvement.

Commissioner Irwin stated that permitting outdoor dining year-round would allow businesses to leave their furniture outside during the winter and when the furniture was not in use.

Chairman Trzupek suggested maintaining current outdoor dining regulations but permitting enclosed outdoor dining year-round through a special use.

Commissioner Stratis suggested including regulations to require bollards, compliance with building, fire, and safety codes, and glass.

Commissioner Morton asked Commissioner Stratis about the bollard requirement for outdoor dining year-round as opposed to outdoor dining for nine months. Commissioner Stratis suggested bollards operated by removable power. Commissioner Morton stated that the risk of a vehicle entering the area exists year-round. Commissioner Petrich agreed and noted that a fence would not prevent an automobile from entering an outdoor dining area.

Chairman Trzupek noted the accident in Hinsdale and suggested that all outdoor dining areas have a bollard requirement. Chairman Trzupek suggested prohibiting wall enclosures and year-round outdoor dining unless approved through a special use. Chairman Trzupek suggested the Commission include conditions for a special use approval. Chairman Trzupek questioned outdoor dining versus an enclosed structure.

Commissioner Petrich noted the Commission would be converting designated outdoor dining areas to an enclosed structure that met all building codes.

Commissioner Stratis suggested that outdoor dining furniture be removed unless actively utilized by the establishment. Commissioner Petrich confirmed that the outdoor furniture would be removed if the enclosure was demounted.

Commissioner Irwin suggested the Commission retain the existing outdoor dining regulations for number eight, with potential minor modifications.

Commissioner Irwin proposed amending the regulations to mandate that all outdoor furniture must be removed from November to March, except in cases where a wall enclosure had obtained special use approval.

Commissioner Morton stated he could support Commissioner Irwin's suggestion but noted he was not inclined to make a final decision without the proposed language in writing.

Commissioner Petrich questioned if the wall enclosure regulations required a separate section in the Zoning Ordinance.

Commissioner Morton questioned the implications of additional requirements for outdoor dining areas in special use permits pertaining to occupancy and fire code concerns.

Chairman Trzupek stated that enclosed spaces would be considered structures, subject to building permit requirements and a review of the structure, entryways and exits, and ventilation. Chairman Trzupek questioned whether the wall enclosures should remain in the current section. Chairman Trzupek noted that there might be a more suitable term for enclosed dining. Chairman Trzupek stated wall enclosures would be considered in accordance with all applicable building permits. Additionally, they expressed uncertainty about fully supporting the proposal at this stage, indicating that further discussion and refinement might be necessary before reaching a decision.

A **MOTION** was made by Commissioner Irwin and **SECONDED** by Commissioner Morton to continue the public hearing for case Z-03-2024 to the July 1, 2024 Plan Commission meeting.

**ROLL CALL VOTE** was as follows:

**AYES:** 7 – Irwin, Morton, McCollian, Petrich, Broline, Stratis, and Trzupek  
**NAYS:** 0 – None

**MOTION CARRIED** by a vote of 7-0

**C. Z-12-2023: 114 Burr Ridge Parkway (Capri Express); Special Use Amendment and Findings of Fact [CONTINUED FROM DECEMBER 4, DECEMBER 18, 2023, FEBRUARY 5, & APRIL 15, 2024]**

Chairman Trzupek requested cases Z-10-2023 and Z-12-2023 be moved on the agenda for discussion before case Z-04-2024.

Chairman Trzupek asked if the petitioners for cases Z-10-2023 and Z-12-2023 were present. Chairman Trzupek noted the Commission would not approve the vinyl enclosures tonight and potentially not approve the enclosures at all. The petitioner for Jonny Cabs was absent.

The Petitioner, Vito Salamone of Capri Express, stated he would submit information and illustrations for different enclosure options. Chairman Trzupek requested the petitioner return with feasible options for outdoor dining enclosures at Capri Express.

A **MOTION** was made by Commissioner Irwin and **SECONDED** by Commissioner McCollian to continue the public hearing for cases Z-10-2023 and Z-12-2023 to the July 1, 2024 Plan Commission meeting.

**ROLL CALL VOTE** was as follows:

**AYES:** 7 – Irwin, McCollian, Petrich, Broline, Stratis, Morton, and Trzupek  
**NAYS:** 0 – None

**MOTION CARRIED** by a vote of 7-0

**D. Z-10-2023: 212 Burr Ridge Parkway (Jonny Cabs); Special Use Amendment and**

**Findings of Fact [CONTINUED FROM NOVEMBER 20, DECEMBER 18, 2023, FEBRUARY 5, & APRIL 15, 2024]**

*A motion was made for the continuance of both Z-10-2023 and Z-12-2023 under Section III.C.*

**E. Z-04-2024: Zoning Ordinance Amendment for Walls and Masonry Piers (Tuschall); Text Amendment and Findings of Fact [CONTINUED FROM APRIL 1, 2024]**

Chairman Trzupek introduced the case and asked for a summary. Stern stated that the petitioner, James Tuschall, requested a text amendment to Section IV.I.38 of the Zoning Ordinance to permit walls and masonry piers in non-residential districts. Stern noted that on April 1, 2024, the petitioner requested the case be continued, and the Plan Commission continued the case until June 3, 2024. Stern stated staff emailed the petitioner on February 20, March 13, March 28, April 2, and May 27, 2024, requesting additional information regarding the text amendment request. Stern noted that the petitioner had not submitted a signed copy of the petition or an updated application. Stern stated that the petitioner provided images of masonry walls in residential districts that were otherwise permitted, subject to compliance with Zoning Ordinance regulations. Stern noted the petitioner's non-residential property, located at 15W700 79th Street, was built with masonry walls in 1982. Stern stated the walls could not be replaced, and only repairs would be allowed. Stern noted that there were no current regulations for walls or masonry piers in non-residential districts. Stern stated that staff surveyed surrounding municipalities and found each municipality reviewed the structures differently and had varying regulations.

Chairman Trzupek confirmed the walls were permitted on the subject property in 1982. Stern clarified that the walls could not be replaced, and only repairs would be permitted.

The petitioner, James Tuschall, stated the brick walls were constructed in 1982 and were outdated. Tuschall stated that the brick material was no longer available. Tuschall noted that he searched for matching materials to repair the bricks, but due to deterioration and lack of availability, it was not feasible to achieve a uniform appearance. Tuschall noted that he was not removing the foundation of the brick wall. Tuschall stated he wished to construct a new product to enhance the appearance of the road and the experience for their tenants.

Chairman Trzupek questioned the need for the walls. Tuschall stated that the walls screened the parking lot to the west of the building. Tuschall noted that there were residents across the road. Tuschall stated that the walls enhanced the property.

Commissioner Morton stated he drove by the property, and the bricks had deteriorated, which was consistent with the neglect seen in other monuments and structures in residential and business areas. Commissioner Morton supported repairs to the walls to meet current regulations but did not support introducing similar structures to business districts.

Chairman Trzupek stated current Zoning Ordinance regulations prohibited the replacement of the walls, and a text amendment was needed to address the issue comprehensively.

Commissioner Stratis agreed with Commissioner Morton. Commissioner Stratis noted he did not support amending the Ordinance to permit and expand walls and masonry features for commercial properties.

Commissioner Broline agreed with the Commissioners.

Commissioner Petrich agreed with the Commissioners. Commissioner Petrich noted that the petitioner could plant landscaping.

Commissioner McCollian agreed with the Commissioners. Commissioner McCollian expressed support for a provision stating that if a structure was constructed under an approved permit and was permitted at that time, it should be allowed to replace the structure.

Commissioner Irwin agreed with the Commissioners. Commissioner Irwin stated that insufficient information was provided to the Plan Commission. Commissioner Irwin noted that the petitioner submitted images of walls and masonry piers in residential districts, but the request was for walls and masonry piers in non-residential districts.

Chairman Trzupek noted that the petitioner could only make repairs to the wall. Chairman Trzupek stated the request was for a text amendment that applied to the Village. Chairman Trzupek agreed with the Commissioners. Chairman Trzupek expressed support for a provision where a grandfathered-in structure, legally built, could be maintained beyond patching.

Commissioner Petrich noted that a resident wishing to replace a non-conforming fence or mailbox must adhere to the current Zoning Ordinance regulations.

A **MOTION** was made by Commissioner Morton and **SECONDED** by Commissioner Broline to close the public hearing for Z-04-2024.

**ROLL CALL VOTE** was as follows:

**AYES:** 7 – Morton, Broline, Irwin, McCollian, Petrich, Stratis, and Trzupek  
**NAYS:** 0 – None

**MOTION CARRIED** by a vote of 7-0

A **MOTION** was made by Commissioner Morton and **SECONDED** by Commissioner Irwin to deny the proposed text amendment language to Section IV.I.38 of the Burr Ridge Zoning Ordinance to permit Walls and Masonry Piers on non-residential districts.

**ROLL CALL VOTE** was as follows:

**AYES:** 7– Morton, Irwin, McCollian, Petrich, Broline, Stratis, and Trzupek  
**NAYS:** 0 – None

**MOTION CARRIED** by a vote of 7-0

Chairman Trzupek stated he supported the replacement of the structure with a similar one if feasible. Chairman Trzupek noted the petitioner must pull the item off the consent agenda if he wished to speak at the Village Board meeting.

**IV. CORRESPONDENCE**

There were no comments.

**V. OTHER CONSIDERATIONS**

There were no other considerations.

**VI. PUBLIC COMMENT**

Chairman Trzupek stated the Plan Commission received a public comment regarding the CNH property and was included in the June 3, 2024, meeting packet.

Mary Bradley, 121 Surrey Lane, stated concerns regarding the proposed redevelopment of the CNH property and the potential impact on their neighborhood. Bradley stated opposition from both their neighborhood and others in Burr Ridge to the type of redevelopment proposed. Bradley quoted a letter by the Village Mayor and Chairman of the Ad Hoc Committee. Bradley discussed concerns regarding the warehouse text amendment and truck traffic. Bradley suggested the Plan Commission seek an outside land use consultant to review current zoning and urged caution in broadening the use of the CNH property.

**VII. FUTURE MEETINGS**

Stern stated the six cases scheduled for the June 3, 2024 Plan Commission meeting.

**VIII. ADJOURNMENT**

A **MOTION** was made by Commissioner Irwin and **SECONDED** by Commission McCollian to adjourn the meeting at 7:55 p.m.

**ROLL CALL VOTE** was as follows:

**AYES:** 7 – Irwin, McCollian, Petrich, Broline, Stratis, Morton, and Trzupek  
**NAYS:** 0 – None

**MOTION CARRIED** by a vote of 7-0.

**Respectfully Submitted:**

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Ella Stern  
Planner





VILLAGE OF  
**BURR RIDGE**  
A VERY SPECIAL PLACE

**Z-07-2024: 311 Shore Dr. (Tesla); Request for an amendment to a special use to permit automobile rentals at an existing business pursuant to Ordinance #A-834-01-23, and Section X.F.2.a of the Burr Ridge Zoning Ordinance.**

**HEARING:**

June 3, & June 17, 2024

**TO:**

Plan Commission  
Greg Trzupsek, Chairman

**FROM:**

Ella Stern, Planner

**PETITIONER:**

Amina Taj/Kiersten Ralston

**PETITIONER STATUS:**

Architecture and Design  
Manager of Tesla, Inc.

**PROPERTY OWNER:**

NLA TDP Burr Ridge, LLC

**EXISTING ZONING:**

G-I PUD/General Industrial  
Planned Unit Development

**LAND USE PLAN:**

Recommends Light Industrial  
uses

**EXISTING LAND USE:**

General Industrial Building

**SITE AREA:**

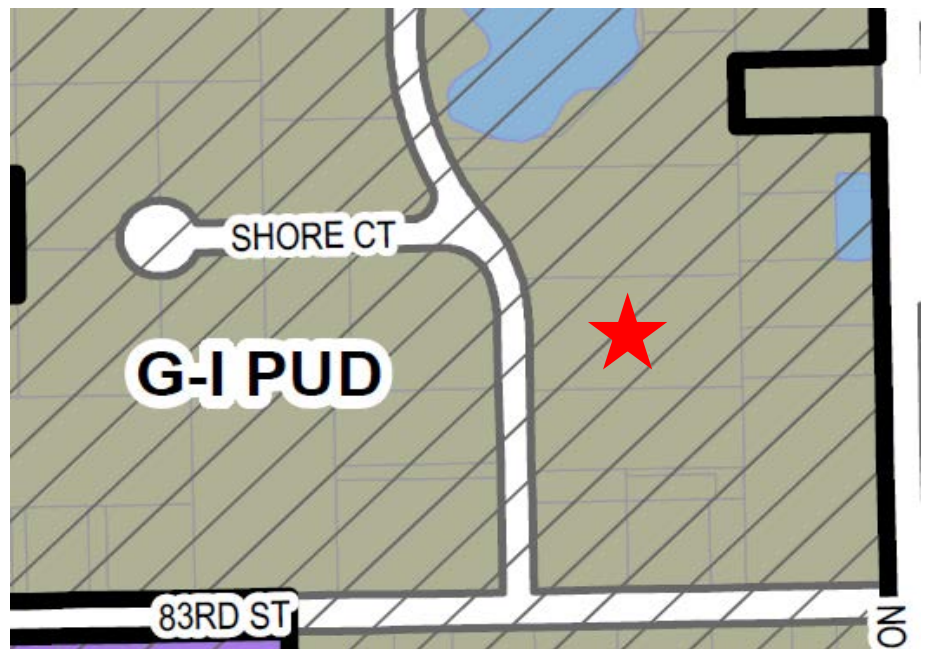
2.59 Acres

**SUBDIVISION:**

Hinsdale Industrial Park

**PARKING:**

90 Spaces (includes 2 ADA)



Z-07-2024: 311 Shore Dr. (Tesla); Special Use Amendment, and Findings of Fact

[illegible]

Tesla Motors is an auto repair facility that services vehicles involved in collisions, including work on frames, body panels, and painting. On January 23, 2023, Tesla Motors received a special use for automobile and equipment service, outdoor storage, and a fence in a non-residential district. The fence is 7' tall, aluminum, 50% open, and flat picket topped. Employees park within the fenced area, reserving the front parking spaces near the main entrance for customers. Only the selling of parts is permitted, and repair work on vehicles is restricted to the interior of the building. The petitioner received special use approval for outdoor storage of vehicles awaiting repair work (damaged) or completed and waiting for customer pick-up. The vehicles that are actively undergoing work are stored indoors until completion. The vehicles stored overnight, and outside are within the fenced area. Approximately 60 to 80 vehicles receive service a week. Tesla Motors successfully complete the build-out and fence. There are no known

[illegible]

Tesla Motors currently employs 28 employees. According to the civil engineering plans, there are two ADA parking spaces and 88 regular parking spaces. Twenty-one spaces (plus two ADA) are located outside the fenced area. Sixty-seven parking spaces are located inside the fenced area for employees and vehicles being serviced. The Village's Zoning Code requires two parking spaces for every three employees. Tesla Motors employs 28 employees throughout a shift. Therefore, Tesla Motors must have 20 parking spaces but will maintain around 90 parking spaces, exceeding the requirement.

**S-09-1997:** Variations from the Sign Ordinance to permit a free-standing, internally illuminated sign with a translucent background and four colors. At the time, only letters were permitted to be translucent and only three colors were permitted. (Ordinance A-499-02-97) This sign is no longer on the premises.

## Public Comment

## Findings of Fact and Recommendation

1. The special uses are limited to Tesla Motors, Inc.
2. The development shall substantially comply with the submitted plans, attached as Exhibit A.

## Staff Report and Summary

Z-07-2024: 311 Shore Dr. (Tesla); Special Use Amendment, and Findings of Fact

3. The fence is permitted to be up to 7' in height, within the side yard, and with the flat picket top as depicted on the plans attached as Exhibit A.
4. Vehicle repair work shall be confined to the interior of the building only.
5. Only the sale of parts is permitted. There shall be no sales of vehicles from the premises.
6. Only five parking stalls are permitted for automobile rentals as an accessory use to the existing business. The service must be provided exclusively to clients and customers of the body repair facility

## **Appendix**

### Exhibit A - Petitioner's Materials and Public Notifications

- Application
- Findings of Fact
- Proposed site plan and illustrations
- Public Notifications

### Exhibit B – Ordinance #A-499-02-97 & Ordinance #A-834-01-23





# VILLAGE OF BURR RIDGE

## PETITION FOR PUBLIC HEARING PLAN COMMISSION/ZONING BOARD OF APPEALS

### GENERAL INFORMATION (to be completed by Petitioner)

PETITIONER (All correspondence will be directed to the Petitioner): Amina Taj/Kiersten Ralston

STATUS OF PETITIONER: Real Estate & Design Team - Tesla

PETITIONER'S ADDRESS: 500 E St Elmo Road, Austin TX 78745

ADDRESS OF SUBJECT PROPERTY: 311 Shore Dr. Burr Ridge, IL 60527

PHONE: 682.241.5716

EMAIL: ataj@tesla.com

PROPERTY OWNER: DP Burr Ridge LLC apearlman@lawofficesadp.com

PROPERTY OWNER'S ADDRESS: 8418 MEADOWBROOK DR BURR RIDGE, IL 60527 PHONE: (630) 936-6436

PUBLIC HEARING REQUESTED: ☒ Special Use ☐ Rezoning ☐ Text Amendment ☐ Variation(s)

#### DESCRIPTION OF REQUEST:

Tesla's proposed accessory rental vehicle service shall be in support of the primary body shop and vehicle repair function of this facility.  
The intent is to provide Tesla Body customers with access to temporary transportation while their vehicle is repaired or otherwise serviced.

### PROPERTY INFORMATION (to be completed by Village staff)

PROPERTY ACREAGE/SQ FOOTAGE: 2.59 acres EXISTING ZONING: G-1 pud

EXISTING USE/IMPROVEMENTS: Industrial Building

SUBDIVISION: Hinsdale Industrial Park

PIN(S) # 09-35-205-008

The above information and the attached Plat of Survey are true and accurate to the best of my knowledge. I understand the information contained in this petition will be used in preparation of a legal notice for public hearing. I acknowledge that I will be held responsible for any costs made necessary by an error in this petition.

Amina Taj

Petitioner's Signature

3/21/2024

Date of Filing



As per Section XII.K.7 of the Village of Burr Ridge Zoning Ordinance, for a special use to be approved, the petitioner must confirm all of the following findings by providing facts supporting each finding.

- a. The use meets a public necessity or otherwise provides a service or opportunity that is not otherwise available within the Village and is of benefit to the Village and its residents.  
With an ever growing demand for EVs, Tesla is expanding the collision and repair services at a never before rate. To serve our customers and the community at large and keep our service times shorter, we see the need to repurpose/rent our fleet of cars for a smoother and efficient process. This program is one of a kind and unique which we firmly believe will benefit the local residents who are transitioning to a zero emission mindset.
- b. The establishment, maintenance, or operation of the special use will not be detrimental to, or endanger the public health, safety, morals, comfort, or general welfare.  
The proposed rental program will not be detrimental to or endanger the public health, safety morals, comfort or general welfare because all repair activities will occur within a fully enclosed site and the site will follow all Tesla Health and safety operational guidelines, including guidelines for rental cars.
- c. The special use will not be injurious to the uses and enjoyment of other property in the immediate vicinity for the purposes already permitted, nor substantially diminish or impair property values within the neighborhood in which it is to be located.  
The proposed rental program will not be injurious to the use and enjoyment of the nearby property. The 2.59 acre subject property is located within an area of more than 90 acres of land located on the western edge of the village that is zoned General Industrial (G-I). The proposed rental use will not diminish or impair surrounding property values due to the fact it has no visible infrastructure needs.
- d. The establishment of the special use will not impeded the normal and orderly development and improvement of the surrounding property for uses permitted in the district.  
The rental program will not impede the normal and orderly development and improvement of the surrounding property for uses permitted in the G-I District. The surrounding area is already built out and no vacant land is available for development.
- e. Adequate utilities, access roads, drainage and/ or necessary facilities have been or will be provided.  
Tesla will use the existing building on the property, which is served with all required utilities, roads and facilities, including drainage facilities.
- f. Adequate measures have been or will be taken to provide ingress and egress so designed as to minimize traffic congestion in the public streets.  
The subject property is located within a developed industrial area that has access to public streets. The proposed repair center will not generate large amount of traffic.
- g. The proposed special use is not contrary to the objectives of the Official Comprehensive Plan of the Village of Burr Ridge as amended.  
One of the objectives of the comprehensive plan is that "industrial developments should strengthen and maintain property values and provide a strong tax base for the village" Another objective is to "maintain the existing industrial parks in the village to appropriate standards and enhance them as a continued tax base for the Village". The proposed rental program will meet these objectives and strengthen the existing collision center operations by seamless integrated best in class service to the residents.
- h. The special use shall, in other respects, conform to the applicable regulations of the district in which it is located, except as such regulations may, in each instance, be modified pursuant to the recommendations of the Plan Commission or, if applicable, the Zoning Board of Appeals.  
Tesla will use the existing site, which meets all the applicable regulations within the G-I zoning district.

## LEGEND & ABBREVIATIONS

1. heart rate	10. sweat	19. % fat of body composition
2. heart rate	11. heart rate	20. % fat of muscle
3. heart rate	12. heart rate	21. % body fat
4. heart rate	13. heart rate	22. % body fat
5. heart rate	14. heart rate	23. % body fat
6. heart rate	15. heart rate	24. % body fat
7. heart rate	16. heart rate	25. % body fat
8. heart rate	17. heart rate	26. % body fat
9. heart rate	18. heart rate	27. % body fat
		28. % body fat
		29. % body fat
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		99. % body fat
		100. % body fat

1. ALL TIED UP/RELOCATED/STAYED RECORDS DISAGREES WITH THE PREVIOUS RELOCATIONS OF ALTIMORE'S DISCREPANCIES.
2. BASES OF BURNING 31 UNIT/STAY RECORDS WERE.
3. THE SUBJECT PROPERTY HAS BEEN CANCELED TO AND FROM SHORT DRIVE AND NO RECORDS WERE.
4. AND NO DRIVE WERE THE SUBJECT CANCELED RIGHT OF WAY.
5. IN RECORDS TO TALE, T. 1, R. 1, AT THE TIME OF THIS SURVEY, THE ADDRESS WAS LOCATED AT 31 ONE DRIVE.
6. IN RECORDS TO TALE, T. 1, R. 1, AT THE TIME OF THIS SURVEY, THERE WAS NO WASTE, EXISTENCE OF BURN, UNIFORM WORK, BUILDING CONSTRUCTION OR BUILDING ADDITIONS.
7. IN RECORDS TO TALE, T. 1, R. 1, AT THE TIME OF THIS SURVEY, THERE WAS NO RE-ENTRY, STAY OR SOMEWHAT CONTRIBUTION OR PROPOSED RIGHT OF WAY CHANGES PROVIDED.

BASED ON MAPS PREPARED BY THE FEDERAL EMERGENCY MANAGEMENT AGENCY (FEMA) AVAILABLE ONLINE AT [WWW.FEMA.GOV](http://www.fema.gov) AND BY GRAPHIC PLOTTING ONLY, THIS PROPERTY IS LOCATED IN ZONE (X) ON FLOOD INSURANCE RATE MAP NUMBER 17040C02721, WHICH BEARS AN EFFECTIVE DATE OF 06/01/2015, AND IS NOT IN A SPECIAL FLOOD HAZARD AREA.

ENDING PLANNING PERIOD (YEAR)	
TYPE OF SPACE TOTAL OFFERING	
REGULAR	RM
ADA	2
TOTAL	81

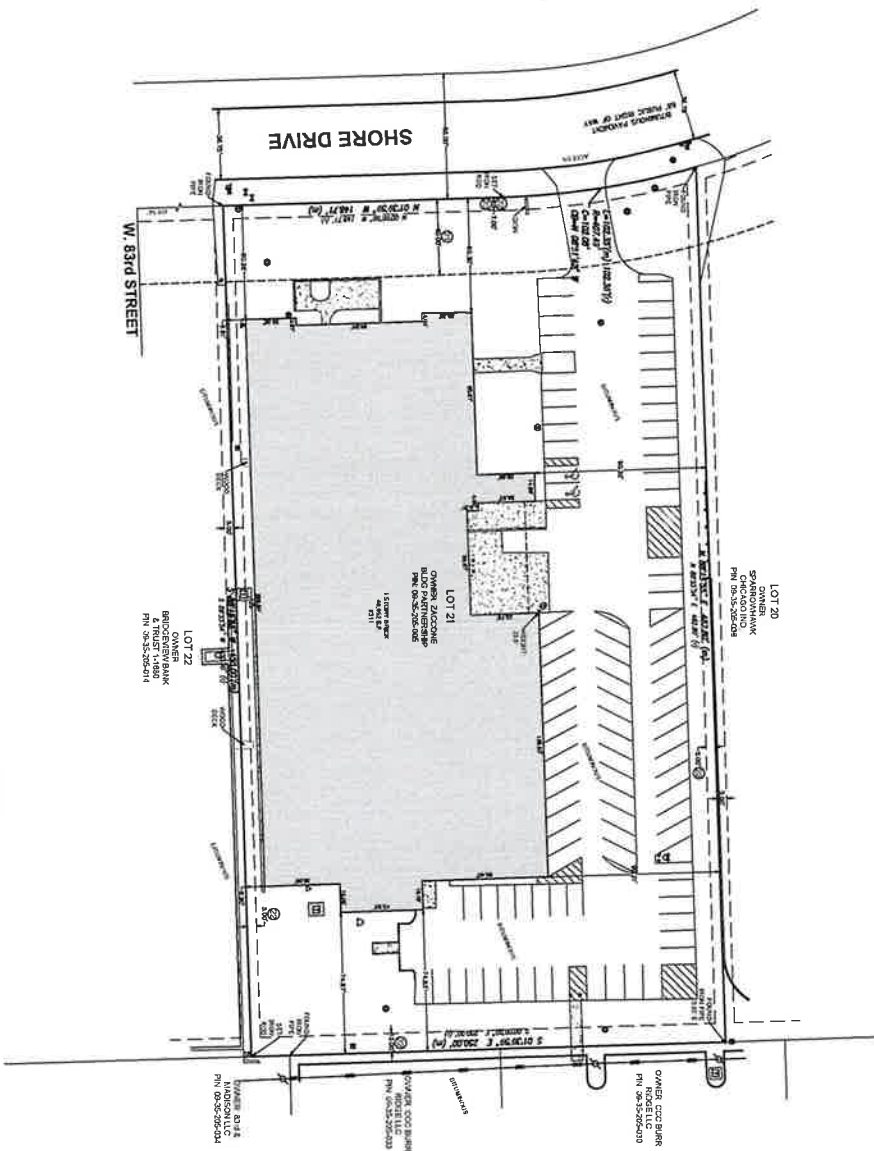


Figure 1 illustrates the geometry of a rectangular plate in a 3D coordinate system. The plate is defined by dimensions  $L_x$ ,  $L_y$ , and  $L_z$ . The origin  $(0,0,0)$  is located at the bottom-left-front corner. The  $x$ -axis is horizontal, the  $y$ -axis is vertical, and the  $z$ -axis is diagonal. The plate is shown in a perspective view.

LOT 21 IN PLAT OF HINSDALE INDUSTRIAL PARK UNIT TWO, BEING  
SUDWISIVON OF PART OF THE NORTHEAST 1/4 OF SECTION 35, TOWNSHIP 36  
RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO  
THE PLAT THEREOF RECORDED SEPTEMBER 19, 1989 AS DOCUMENT 869-2012  
IN DUPAGE COUNTY, ILLINOIS

THE LANDS SURVEYED, SHOWN AND DESCRIBED HEREON ARE THE SAME LANDS AS DESCRIBED IN THE TITLE COMMITMENT PROVIDED BY CHICAGO TITLE INSURANCE COMPANY COMMITMENT NO. CCH02011040, DATED APRIL 29, 2012.

3. BUILDING LINE 40 FEET ALONG THE WESTERLY LINE AS SHOWN ON THE PLAT OF INDUSTRIAL PARK, JUNT 2, APPROVED, ITEM IS SHOWN.

TO: DE LA RUE, LLC, ZACCONE BUILDING, LLC, 106 PROPERTY GROUP, L.L.C. AND CHICAGO TITLE INSURANCE COMPANY

THIS IS TO CERTIFY THAT THIS MAP OR PLAN AND THE SURVEY ON WHICH IT IS BASED WERE MADE IN ACCORDANCE WITH THE 2011 MINIMUM STANDARD DESIGN REQUIREMENTS FOR ALTIMETERS AND TOTAL STATION'S DYNAMICALLY CALIBRATED AND ADAPTED FOR ALTA AND ISSS AND INCLUDES ITEMS 1, 3, 4, 7, 8, 9, 11, 14, 18 AND 19 OF TABLE A THEREOF. THE FIELD WORK WAS COMPLETED ON MAY 23, 2012.

J. Thompson, P.E. 04/20/2022  
 Illinois Professional Land Surveyor No. 000-0216  
 Expires 11/03/2022  
 1000 N. Wacker Drive, Suite 600, Chicago, IL 60606  
 Phone: 312.467.1234 Fax: 312.467.1235 Email: jthompson@jthompson.com  
 SOI-2020-01967



LAW OFFICES OF  
ALAN D. PEARLMAN, LLC  
2803 BUTTERFIELD RD., SUITE 300  
OAK BROOK, IL 60523



**JLH LAND  
SURVEYING INC.**  
Illinois Professional Design Firm No. 184 007120  
910 Geneva Street, Shorewood, Illinois 60404  
815.729.4000 [www.jlhsurvey.com](http://www.jlhsurvey.com)

ALTA/NSPS LAND TITLE SURVEY  
311 SHORE DRIVE  
BURR RIDGE, ILLINOIS

10012500	JAM
00000000	JAM
00000000	SR
00000000	00000000
00000000	00000000



ISSUE FOR CONSTRUCTION  
07/24/2023

TESLA  
COLLISION CENTER  
311 SHORE DRIVE  
BURR RIDGE, IL 60527  
TRT ID 20157

ISSUE / REVISION	PERMIT SET
04/27/03	
04/28/03	Δ VALUE COMMENTS
04/29/03	Δ ADDITIONAL
07/07/03	Δ PRE COMMENTS
07/14/03	PC SET
GET CRE BID AWARD	

[illegible]

## SITE PLAN

## A1.01



# **NLA TDG BURR RIDGE, LLC**

105 TALLAPOOSA STREET  
MONTGOMERY, AL 36104

April 1, 2024

Village of Burr Ridge  
Zoning Board of Appeals and Plan Commission  
7660 County Line Road  
Burr Ridge, Illinois 60527

**Re: Application for Special Use regarding 311 Shore Drive, Burr Ridge, IL 60527**

Dear Board Members:

NLA TDG Burr Ridge, LLC, the owner of the property legally described on Exhibit A attached hereto and made a part hereof, understands that Tesla, Inc., has been identified as the Applicant for a special use relating to the approval to store 5 rental cars on the site for its body shop customers.

The undersigned authorizes Tesla, Inc. and its agents to file the application(s) and pursue the approval(s) referenced above.

**NLA TDG BURR RIDGE, LLC,**  
a Delaware limited liability company

By: NLA Burr Ridge, LLC, a Delaware  
limited liability company, its Manager

By: Net Lease Alliance, LLC, a Tennessee  
limited liability company, its Manager

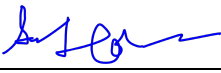
By:   
Name: Sam L. Colson  
Its: Chief Financial Officer

EXHIBIT A

LEGAL DESCRIPTION

Lot 21 in Plat of Hinsdale Industrial Park, Unit Two, being a subdivision of part of the Northeast  $\frac{1}{4}$  of Section 35, Township 38 North, Range 11 East of the Third Principal Meridian, according to the plat thereof recorded September 19, 1969 as Document Number R69-42012, in DuPage County, Illinois.

Permanent Index Number: 09-35-205-008

Address: 311 Shore Drive  
Burr Ridge, IL 60521

# LETTER OF EXPLANATION

*To whomsoever it may concern-*

*Good Morning,*

*My name is Amina Taj, Architecture and Design Manager at Tesla Inc. We will be starting a new Rental car program for our clients and customers and need to apply for a special use permit.*

*Please see the below proposal as it relates to the requested Accessory Use at the Tesla Body Shop located Tesla Body Shop at 311 Shore Dr, Burr Ridge, IL 60527-5859.*

*Tesla's proposed accessory rental vehicle service shall be in support of the primary body shop and vehicle repair function of this facility.*

*The intent is to provide Tesla Body customers with access to temporary transportation while their vehicle is repaired or otherwise serviced.*

- Operation of the rental service is an accessory use to the body repair shop.*
- This service is to be provided exclusively to clients or customers of the body repair facility.*
- Tesla will park such vehicles within the Tesla premises outside the building footprint.*
- Hours of Operation: M-F 8am-5pm*

*Please let me know if I can provide any further information for approval. I look forward to hearing from you!*



**VILLAGE OF BURR RIDGE  
PLAN COMMISSION AND  
ZONING BOARD OF APPEALS**

**Consent to Install Public Notice Sign**

**The owner of the property referenced below, or an authorized representative of the owner, which is the subject of a public hearing before the Village of Burr Ridge Plan Commission or Zoning Board of Appeals, hereby consents to allow the Village of Burr Ridge to install a public notice sign on the aforesaid property. The public notice sign will be erected 15 to 30 days prior to the public hearing and will remain on the property until it is removed by the Village of Burr Ridge subsequent to a final dispensation of petition request.**

Street Address of Subject Property:

311 Shore Dr. Burr Ridge, IL 60527

Property Owner or Petitioner:

Amina Taj/ Kiersten Ralston

(Print Name)

Amina Taj/ Kiersten Ralston

(Signature)



May 29, 2024 at 2:02:38 PM  
311 Shore Dr  
Burr Ridge IL 60527  
United States



TESLA





## **LEGAL NOTICE OF PUBLIC HEARING**

NOTICE IS HEREBY GIVEN that the Plan Commission and Zoning Board of Appeals of the Village of Burr Ridge, Cook and DuPage Counties, Illinois, will conduct the following Public Hearing beginning at 7:00 p.m. on **Monday, June 3, 2024, at Village Hall, 7660 County Line Road, Burr Ridge, Illinois, 60527.**

## **PURPOSE OF HEARING**

The Plan Commission/Zoning Board of Appeals will hold a public hearing to consider a request by Amina Taj of Tesla for an amendment to a special use to permit automobile rentals at an existing business pursuant to Ordinance #A-834-01-23, and Section X.F.2.a of the Burr Ridge Zoning Ordinance. The petition number and address of this petition is **Z-07-2024: 311 Shore Drive** and the Permanent Real Estate Index Number is **09-35-205-008-0000.**

Public comment may be provided by individuals who physically attend the meeting at 7660 County Line Road, Burr Ridge, Illinois, 60527. All written public comment wishing to appear in the Plan Commission report shall be provided no later than Tuesday, May 28, 2024. All public comment may be emailed to Planner Ella Stern ([estern@burr-ridge.gov](mailto:estern@burr-ridge.gov)) or mailed to Ms. Stern's attention at the address above. The Plan Commission/Zoning Board of Appeals reserves the right to continue said hearings from time to time as may be required without further notice, except as may be required by the Illinois Open Meetings Act.

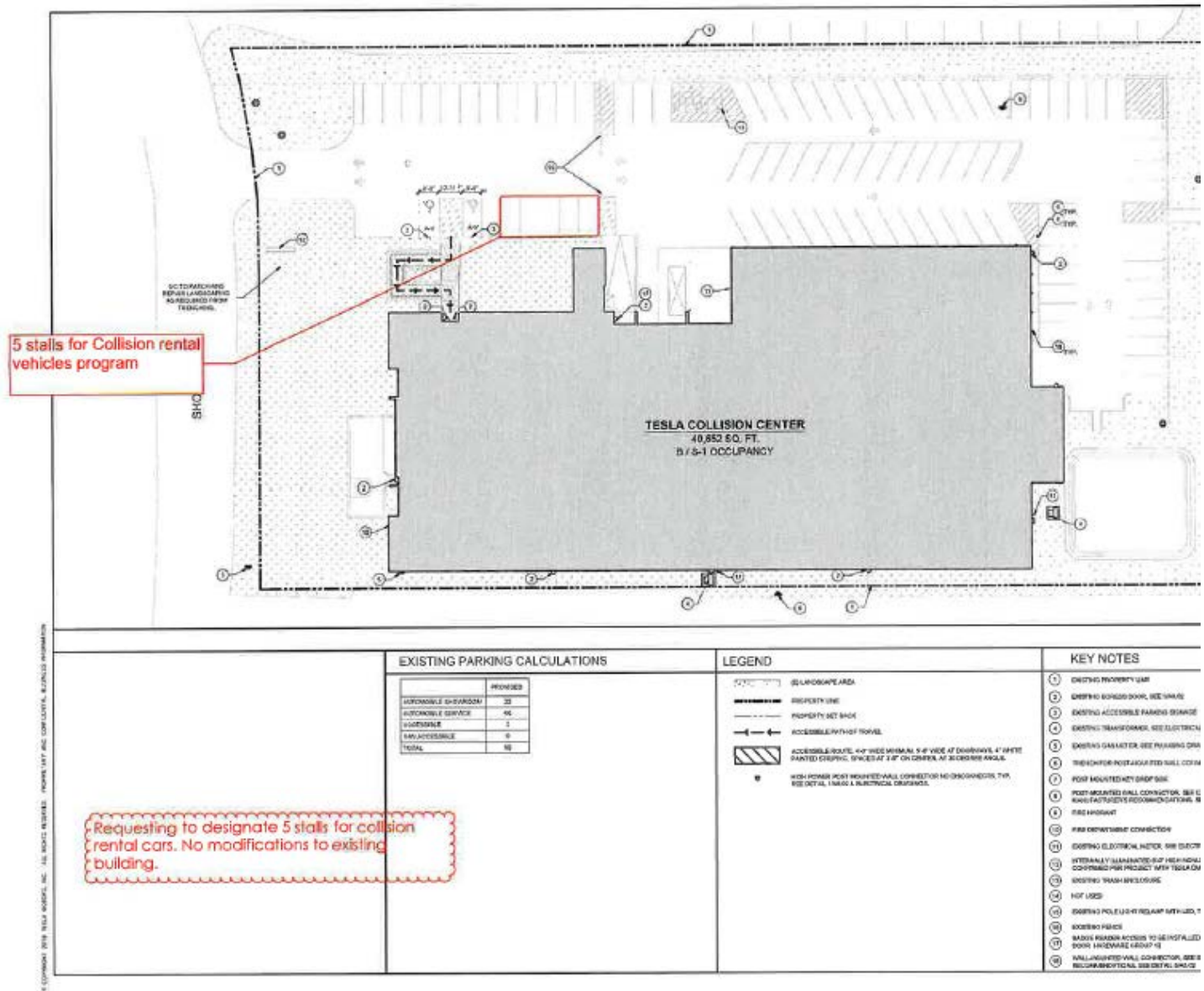
**BY ORDER OF THE PLAN COMMISSION/ZONING BOARD OF APPEALS OF THE VILLAGE OF BURR RIDGE, COOK AND DUPAGE COUNTIES, ILLINOIS.**

**Greg Trzupek, Chairman**

**MEMBERS: GREG TRUZPEK, MIKE STRATIS, JIM BROLINE, BARRY IRWIN, JOSEPH PETRICH, ENZA PARRELLA, RICHARD MORTON, AND DEANNA MCCOLLIAN.**



*The site is starred in red.*



Proposed parking stalls for automobile rentals.

Additional information is posted on the Village's website in the link below:

[https://www.burr-ridge.gov/government/boards\\_committees\\_commissions/plan\\_commissions\\_zoning\\_board\\_of\\_appeals/index.php](https://www.burr-ridge.gov/government/boards_committees_commissions/plan_commissions_zoning_board_of_appeals/index.php)

*Burr Ridge homepage – Government – Boards, Committees, and Commissions – Plan Commission & Zoning Board of Appeals – Upcoming Public Hearing Petitions*

The Plan Commission meeting agenda packet will be posted the Thursday before the meeting and will be available on the website here:

[https://www.burr-ridge.gov/government/boards\\_committees\\_commissions/plan\\_commissions\\_zoning\\_board\\_of\\_appeals/agendas\\_minutes.php](https://www.burr-ridge.gov/government/boards_committees_commissions/plan_commissions_zoning_board_of_appeals/agendas_minutes.php)

*Burr Ridge homepage – Government – Agendas & Minutes – Plan Commission & Zoning Board of Appeals*

VIP MORGAN LLC  
477 W WRIGHTWOOD AVE  
ELMHURST, IL 60126

83RD BURR RIDGE PARTNERS  
16W030 83RD ST  
BURR RIDGE, IL 60527

GROZICH, PHYLLIS M TR  
16W184 89TH ST  
BURR RIDGE, IL 60527

POLICH JR, FRANK J & L  
15W751 83RD ST  
HINSDALE, IL 60527

THEZAN, MARCELLA  
15W737 81ST ST  
BURR RIDGE, IL 60527

LA SALLE NATL 113122  
3100 DUNDEE RD APT. 116  
NORTHBROOK, IL 60062

CHICAGO TITLE 134106  
8704 JOHNSTON RD  
BURR RIDGE, IL 60527

YUAN, HE & NING LI  
9S177 MADISON ST  
BURR RIDGE, IL 60527

ONDRA, KAREL & LETICIA C  
15W740 82ND ST  
BURR RIDGE, IL 60527

COOK FINANCIAL LLC  
5600 N RIVER RD APT. 150  
ROSEMONT, IL 60018

CCC BURR RIDGE LLC  
3100 DUNDEE RD APT. 116  
NORTHBROOK, IL 60062

ALMERO PROPERTIES LLC  
16W115 83RD ST  
BURR RIDGE, IL 60527

MORGAN, VENESSA & DAMIAN  
15W752 83RD ST  
BURR RIDGE, IL 60527

VOZNAK, FRANK  
9S255 MADISON ST  
BURR RIDGE, IL 60527

EMANUELE, MARY ANN  
9S201 MADISON ST  
BURR RIDGE, IL 60527

CMI GROUP LLC  
1 RIDGE FARM RD  
BURR RIDGE, IL 60527

MITCHUM, CATHY A  
15W739 82ND ST  
BURR RIDGE, IL 60527

8080 MADISON LLC  
3100 DUNDEE RD APT. 116  
NORTHBROOK, IL 60062

240 WEST 83RD ST LLC  
1801 PRATT BLVD  
ELK GROVE VILLAGE, IL 60007

VK 221 SHORE LLC  
9500 BRYN MAWR AVE APT. 340  
ROSEMONT, IL 60018

MB FINANCIAL BANK  
2727 LBJ FREEWAY APT. 806  
DALLAS, TX 75234

SPARROWHAWK CHICAGO IND  
700 COMMERCE DR APT. 450  
OAK BROOK, IL 60523

ROMAN, JOAN M  
8303 MADISON ST  
BURR RIDGE, IL 60521

UHLIR, VACLAV & JANA  
9S271 MADISON ST  
HINSDALE, IL 60521

MOLFESE, RONALD & SHELLEY  
8301 S MADISON ST  
BURR RIDGE, IL 60527

KARLYN BLDG JOINT VENTURE  
9450 W BRYN MAWR APT. 550  
ROSEMONT, IL 60018

CTLTC BV11880  
10 S LASALLE ST APT. 2750  
CHICAGO, IL 60603

WOOD CREEK II VENTURE LLC  
9450 BRYN MAWR AVE APT. 550  
ROSEMONT, IL 60018

CTLTC B7900554824  
10 S LASALLE ST APT. 2750  
CHICAGO, IL 60603

COMMUNITY SUPPORT SERVICE  
9021 OGDEN AVE  
BROOKFIELD, IL 60513



HUGHES INVESTMENT PROPERT  
16W153 83RD ST  
BURR RIDGE, IL 60527

WESTINGHOUSE ELECTRIC CO  
1000 WESTINGHOUSE DR  
CRANBERRY TWP, PA 16066

FERRIS MEDIA LLC  
111 SHORE DR  
BURR RIDGE, IL 60527

RITCHEY, RICHARD & L  
15W770 82ND ST  
BURR RIDGE, IL 60521

FGHREALCO  
7700 BRUSH HILL RD APT. 117  
BURR RIDGE, IL 60527

8040 MADISON LLC  
3100 DUNDEE RD APT. 116  
NORTHBROOK, IL 60062

BRONSON & BRATTON  
240 SHORE DR  
BURR RIDGE, IL 60521

BADR, AMIR  
15W720 82ND ST  
BURR RIDGE, IL 60527

MRS TRUST  
PO BOX 683  
MT PROSPECT, IL 60056

MADISON STREET PART LLC  
14497 JOHN HUMPHREY APT. 200  
ORLAND PARK, IL 60462

PAYOVICH, MS  
PO BOX 3786  
OAK BROOK, IL 60522

DONNAN REAL ESTATE I LLC  
224 SHORE CT  
BURR RIDGE, IL 60527

ANZILOTTI, CHAS&GERALDINE  
11385 77TH ST  
BURR RIDGE, IL 60527

DAVALOS, ALVARO  
9S241 MADISON ST  
BURR RIDGE, IL 60527

GINGER, BETSY A  
15 DEER PATH TR  
BURR RIDGE, IL 60527

BURR RIDGE INDUSTRIAL  
1400 16TH ST APT. 250  
OAK BROOK, IL 60523

ROHNER, RANDALL W & A  
15W736 83RD ST  
BURR RIDGE, IL 60521

G2K LLC  
109 SHORE DR  
BURR RIDGE, IL 60527

L C & F ENTERPRISES INC  
20 WILLOW BAY DR  
S BARRINGTON, IL 60010

LM BURR RIDGE HOLDINGS  
20 DANADA SQ W APT. 274  
WHEATON, IL 60189

ZACCONE BUILDING LLC  
535 SANCTARY DR APT. C-107  
LONGBOAT KEY, FL 34228

RYLANDER, CHRISTINA M  
9S227 MADISON AVE  
BURR RIDGE, IL 60527

MEADEN, THOMAS  
16W210 83RD ST  
BURR RIDGE, IL 60527

BRONSON & BRATTON INC  
220 SHORE DR  
BURR RIDGE, IL 60521

CCC BURR RIDGE LLC  
3100 DUNDEE RD APT. 116  
NORTHBROOK, IL 60062

MC NAUGHTON BUILDERS INC  
347 W 83RD ST  
BURR RIDGE, IL 60527

GROZICH, PHYLLIS M  
16W184 89TH ST  
BURR RIDGE, IL 60527

ORDINANCE NO. A-834-01-23

AN ORDINANCE GRANTING SPECIAL USES FOR AUTOMOBILE AND  
EQUIPMENT SERVICE, OUTDOOR STORAGE, AND FOR A FENCE IN A NON-  
RESIDENTIAL DISTRICT

(Z-24-2022: 311 SHORE DRIVE - DP BURR RIDGE, LLC)

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WHEREAS, an application for three special use approvals for certain real estate has been filed with the Community Development Director of the Village of Burr Ridge, Cook and DuPage Counties, Illinois, and said application has been referred to the Plan Commission of said Village and has been processed in accordance with the Burr Ridge Zoning Ordinance; and

WHEREAS, said Plan Commission of this Village held public hearings on the question of granting said special use approvals on November 21 and December 19, 2022, at the Burr Ridge Village Hall, at which time all persons desiring to be heard were given the opportunity to be heard; and

WHEREAS, public notice in the form required by law was provided for said public hearing not more than 30 nor less than 15 days prior to said public hearing by publication in The Doings, a newspaper of general circulation in this Village, there being no newspaper published in this Village; and

WHEREAS, the Village of Burr Ridge Plan Commission has made its report on the request for special use approvals, including its findings and recommendations, to this Mayor and Board of

Trustees, and this Mayor and Board of Trustees has duly considered said report, findings, and recommendations.

**NOW THEREFORE, Be It Ordained** by the Mayor and Board of Trustees of the Village of Burr Ridge, Cook and DuPage Counties, Illinois, as follows:

**Section 1:** All Exhibits submitted at the aforesaid public hearing are hereby incorporated by reference. This Mayor and Board of Trustees find that the granting of the special use approvals indicated herein is in the public good and in the best interests of the Village of Burr Ridge and its residents, is consistent with and fosters the purposes and spirit of the Burr Ridge Zoning Ordinance as set forth in Section II thereof.

**Section 2:** That this Mayor and Board of Trustees, after considering the report, findings, and recommendations of the Plan Commission and other matters properly before it, in addition to the findings set forth in Section 1, finds as follows:

- A. That the petitioner for the special use requests for the property located at 311 Shore Drive, Burr Ridge, Illinois, is Pat Daly of DP Burr Ridge, LLC (hereinafter "Petitioner"). The Petitioner requests special use approvals for automobile and equipment service, outdoor storage, and a fence in a non-residential district. The Petitioner intends to lease the property to Tesla Motors, Inc.
- B. That the proposed Tesla Motors, Inc. automobile repair facility is located within an industrial area and will not be detrimental to the surrounding area or public.

- C. That the requests are unique to the property's location and the specific requirements and business plan of Tesla Motors, Inc.

**Section 3:** That special use approvals for automobile and equipment service, outdoor storage, and a fence in a non-residential district **are hereby granted** for the property commonly known as 311 Shore Drive and identified with Permanent Real Estate Index Number of **09-35-205-008**, subject to the following conditions:

1. The special uses are limited to Tesla Motors, Inc.
2. The development shall substantially comply with the submitted plans, attached as Exhibit A.
3. The fence is permitted to be up to 7' in height, within the side yard, and with the flat picket top as depicted on the plans attached as Exhibit A.
4. Vehicle repair work shall be confined to the interior of the building only.
5. Only the sale of parts is permitted. There shall be no sales of vehicles from the premises.

**Section 4:** That this Ordinance shall be in full force and effect from and after its passage, approval, and publication as required by law. The Village Clerk is hereby directed and ordered to publish this Ordinance in pamphlet form.

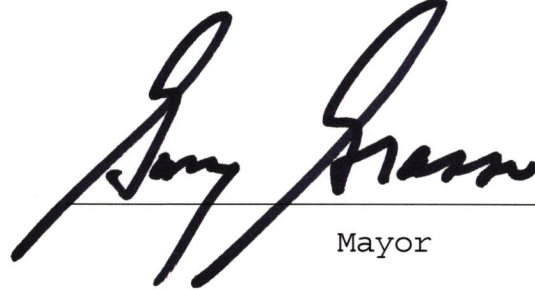
**PASSED** this 23<sup>rd</sup> day of January, 2023, by the Corporate Authorities of the Village of Burr Ridge on a roll call vote as follows:

**AYES:           5 - Trustees Snyder, Schiappa, Paveza, Smith,  
                      Franzese**

**NAYS:           0 - None**

ABSENT: 1 - Trustee Mital

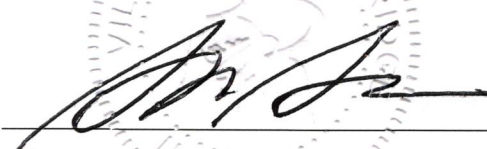
APPROVED by the Mayor of the Village of Burr Ridge on this  
23<sup>rd</sup> day of January, 2023.



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Mayor

ATTEST:



---

Village Clerk





## Operational Letter - Tesla Collision Center

Tesla Motors, Inc. is proposing to redesign and use the existing 40,650sf building located at 311 Shore Dr, Burr Ridge, IL as an auto repair service facility as defined in the local zoning code. The property is currently zoned General Industrial, which under a Special Use Permit allows "Automobile and truck and equipment sales, rental and service." The applicant is requesting that Special Use.

The proposed project consists of fully remodeling the existing building into an automotive collision repair center that will address the repair of Tesla vehicles that have been involved in a collision. The operation includes the assessment of damage and if needed, the repair or replacement of the following

- Frame
- Body Panels
- Glass
- Paint
- Mechanical and trim components to ensure the functionality and safety of the vehicle

The anticipated hours of operation will be Monday through Sunday from 8am to 7pm. During this time, approximately 35-45 employees will provide repair services for approximately 60-80 vehicles each week. There will be two shifts. First shift from 6am-3pm and a second at 3pm-12am. Each shift will have the same number of employees. All vehicles will be repaired within the 4 walls of the facility and public view will be limited. Work in progress (WIP) vehicles will be inside the building. Repairs typically take 11-16 days on average.

Prevention protocols consistent with Tesla Environmental Health & Safety operational guidelines will be used to manage hazardous waste streams, noise, and odor generated by operations. For example, various fume and dust extraction devices are used in the collision repair process and contained filtrated air systems are used for paint application process. Noise is mitigated by containing all repair work within the facility with use of air regulators for pneumatic tooling and equipment. Battery handling and storage guidelines for 12 volt and high voltage systems are provided to all employees through Tesla's service information website - <https://service.tesla.com/>. Additionally, first responder handling of battery systems is made publicly available - <https://www.tesla.com/firstresponders>.

Customers who come to the facility will primarily be by appointment only. We estimate 5 to 15 appointment customers per day. Day of customers (walk-ins) are limited, but we estimate 1 per day. Customers will either bring their car in or have a provider tow their car to our facility on the day of their appointment. After dropping off their cars, customers are eligible for a ride share voucher (e.g. Uber) to get to their next destination. When their car is complete, customers are usually dropped off by a 3<sup>rd</sup> party or walk-in after returning a rental.

The existing parking lot will be partially fenced off for public and private uses. The private use area will be screened from public view. On a typical day, we anticipate parking use to be as follows:

- Customers – 2 max at any given time
- Employees – 35 (screened/private)
- Vehicles Waiting for Repair Work to commence – 20 (screened/private)
- Repair complete vehicles waiting for customer pickup – 15

The remaining parking will be held in reserve to accommodate our staff and customers in the event Tesla elects in the future to include sales at this facility.

Thank you for your time in reviewing our project proposal. We look forward to being a part of the City of Burr Ridge and having our services be available to its community.

Sincerely,

Joanie Velazquez | Expansion Program Manager, Collision

































































## GENERAL PAVING NOTES

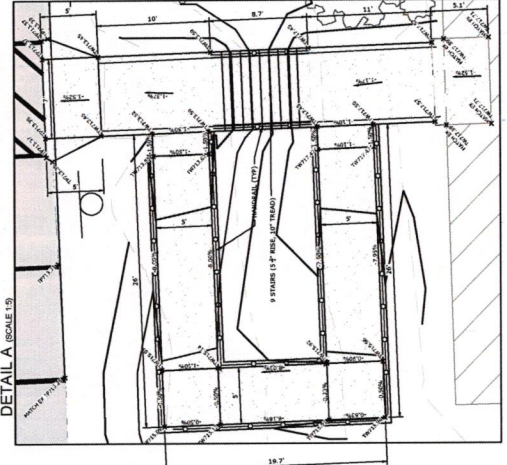
- A. ALL PAYMENT SHALL BE CONTRACTED IN ACCORDANCE WITH THE FOLLOWING:
  1. CONTRACT PAYMENT SHALL BE CONTRACTED IN ACCORDANCE WITH THE FOLLOWING AGREEMENT OF TRANSPORTATION ALLOWANCE, CONTRACTOR'S AGREEMENT OF TRANSPORTATION ALLOWANCE, AND OTHER CONTRACT DOCUMENTS.
  2. ADDITIONAL DETAILS AND REQUIREMENTS REQUIRED BY THE CONTRACT DOCUMENTS, INCLUDING THIS PLAN SET, SHALL BE OBTAINED FROM THE CONTRACTOR'S OFFICE.
  3. CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROTECTION OF ALL EXISTING UTILITIES AND STRUCTURES.
  4. CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROTECTION OF ALL EXISTING UTILITIES AND STRUCTURES.
  5. CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROTECTION OF ALL EXISTING UTILITIES AND STRUCTURES.
- B. CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROTECTION OF ALL EXISTING UTILITIES AND STRUCTURES.
- C. CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROTECTION OF ALL EXISTING UTILITIES AND STRUCTURES.
- D. CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROTECTION OF ALL EXISTING UTILITIES AND STRUCTURES.
- E. CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROTECTION OF ALL EXISTING UTILITIES AND STRUCTURES.
- F. CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROTECTION OF ALL EXISTING UTILITIES AND STRUCTURES.
- G. CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROTECTION OF ALL EXISTING UTILITIES AND STRUCTURES.
- H. CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROTECTION OF ALL EXISTING UTILITIES AND STRUCTURES.
- I. CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROTECTION OF ALL EXISTING UTILITIES AND STRUCTURES.
- J. CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROTECTION OF ALL EXISTING UTILITIES AND STRUCTURES.
- K. CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROTECTION OF ALL EXISTING UTILITIES AND STRUCTURES.
- L. CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROTECTION OF ALL EXISTING UTILITIES AND STRUCTURES.
- M. CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROTECTION OF ALL EXISTING UTILITIES AND STRUCTURES.
- N. CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROTECTION OF ALL EXISTING UTILITIES AND STRUCTURES.
- O. CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROTECTION OF ALL EXISTING UTILITIES AND STRUCTURES.
- P. CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROTECTION OF ALL EXISTING UTILITIES AND STRUCTURES.
- Q. CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROTECTION OF ALL EXISTING UTILITIES AND STRUCTURES.
- R. CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROTECTION OF ALL EXISTING UTILITIES AND STRUCTURES.
- S. CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROTECTION OF ALL EXISTING UTILITIES AND STRUCTURES.
- T. CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROTECTION OF ALL EXISTING UTILITIES AND STRUCTURES.
- U. CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROTECTION OF ALL EXISTING UTILITIES AND STRUCTURES.
- V. CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROTECTION OF ALL EXISTING UTILITIES AND STRUCTURES.
- W. CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROTECTION OF ALL EXISTING UTILITIES AND STRUCTURES.
- X. CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROTECTION OF ALL EXISTING UTILITIES AND STRUCTURES.
- Y. CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROTECTION OF ALL EXISTING UTILITIES AND STRUCTURES.
- Z. CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROTECTION OF ALL EXISTING UTILITIES AND STRUCTURES.

## PAVEMENT MARKING NOTES

1. MATERIAL DESCRIPTION: A FAST DRYING, HIGH HIDING MARKING PAINT FOR CONCRETE, BRICK, AND BITUMINOUS SURFACE. SUITABLE FOR PAINTING CENTERLINES AND CORNERS OF HIGHWAYS, CROSSWALKS AND STOP ZONES, MARKING LOTS, TRAFFIC AISLES, ETC. DO NOT APPLY TO IN TEMPERATURES BELOW 50° F.
2. TWO COATS OF PAINT SHALL BE APPLIED.

### LEGEND

- |                                                                                     |                                |                                                                                     |                                              |
|-------------------------------------------------------------------------------------|--------------------------------|-------------------------------------------------------------------------------------|----------------------------------------------|
|  | PROPERTY LINE                  |  | PROPOSED CONCRETE SIDEWALK                   |
|  | EXISTING LIGHT-OF-WAY          |  | PROPOSED HEAVY DUTY CONCRETE PAVEMENT        |
|  | EXISTING EASEMENT LINE         |  | PROPOSED 2" SPHALT OVERLAY / PAVEMENT REPAIR |
|  | EXISTING GAGE OF PAVEMENT      |  | DIRECTION OF SHEET FLOW                      |
|  | VERTICALLY ADJACENT            |  | TOP OF WALK ELEVATION                        |
|  | VERTICALLY ADJACENT WITH BLACK |  | TOP OF PAVEMENT ELEVATION                    |
|  | VERTICALLY ADJACENT WITH BLACK |  | FINISHED GRADE ELEVATION                     |
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|  | VERTICALLY ADJACENT WITH BLACK |  |                                              |





**ARC DESIGN**  
RESOURCES INC.

5201 ZENITH PARKWAY  
SUITE 100  
LOUISVILLE, KY 40258  
TEL: (813) 484-4300  
FAX: (813) 484-4303

[www.arcdesign.com](http://www.arcdesign.com)

Illinois Design Firm License No. 184-001324

PROJECT NAME OWNER'S NAME	TESLA SERVICE FACILITY, BURR RIDGE, IL	311 SHORE DRIVE BURR RIDGE, IL 60527 DUPAGE COUNTY	The Day Group, LLC One Bridge Road, Suite 300 Oak Brook, IL 60523 Client Phone
------------------------------	----------------------------------------------	----------------------------------------------------------	-----------------------------------------------------------------------------------------

CONSULTANTE

ISSUED FOR		DATE
1.	CLIENT REVIEW	10/1/2023
2.	MANCOT REVIEW	3/7/2028
3.	MANCOT REVIEW	10/9/2022
4.		
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11.		
12.		
13.		

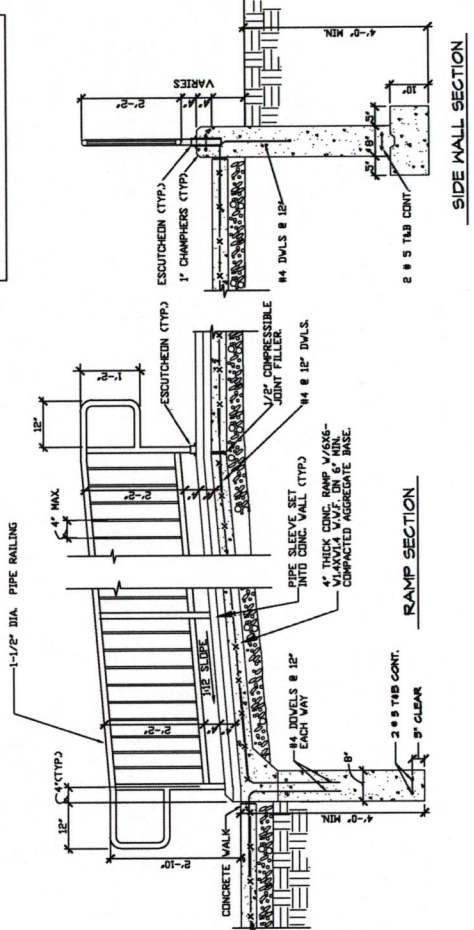
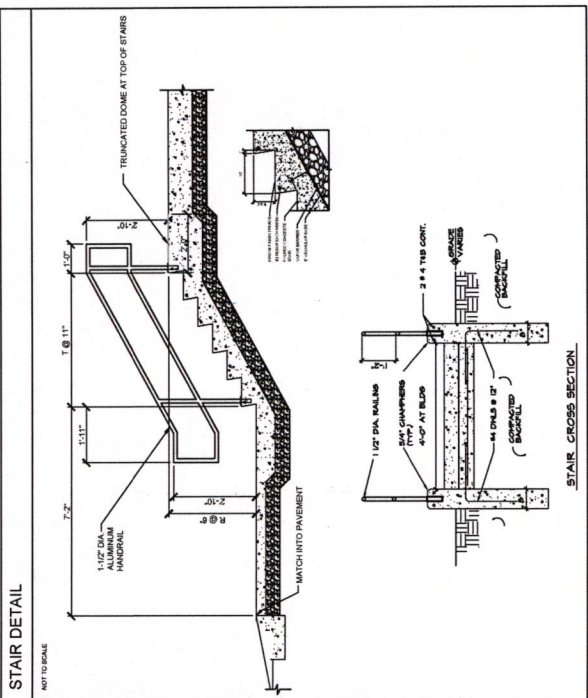
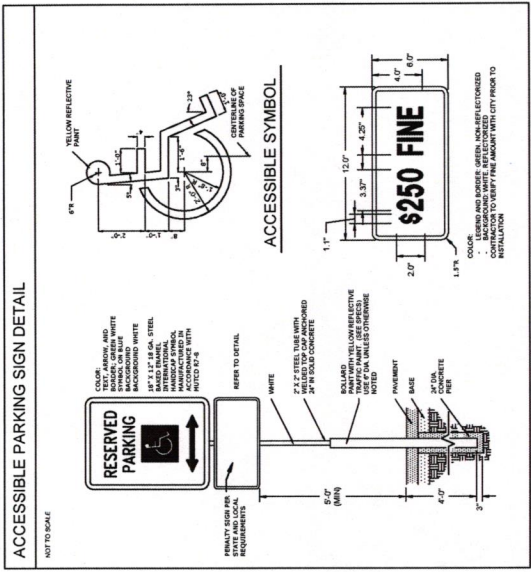
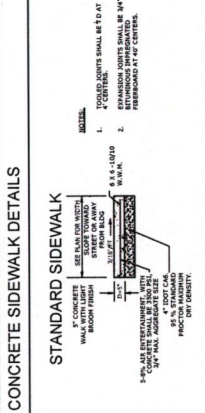
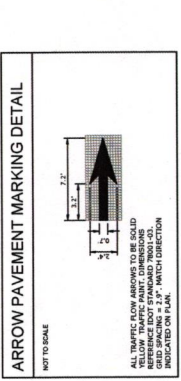
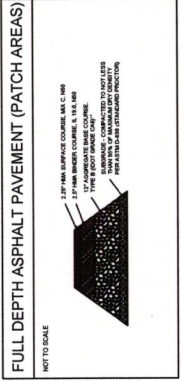
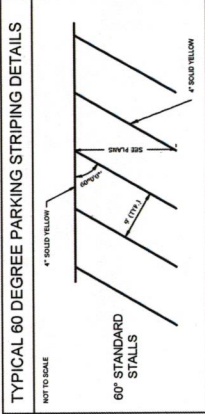
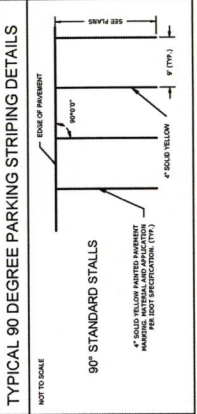
  

REVISIONS		DATE
1.	ITEM	
2.		
3.		
4.		
5.		
6.		
7.		

SHEET TITLE  
**DETAILS**

DRAWN	TS
CHECKED	LD
PM	RCS

PROJECT NUMBER	22190
SHEET NUMBER	C-03



**SIDE WALL SECTION**

RAMP SECTION

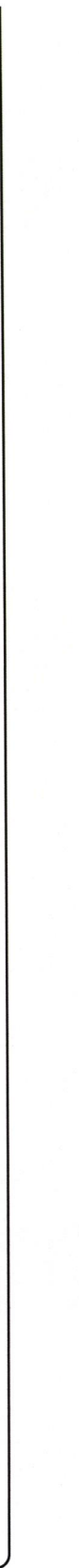
STAIR CROSS SECTION



DRAWN	TS
CHECKED	LD
PM	RCS

PROJECT NUMBER SHEET NUMBER
22190
L-01



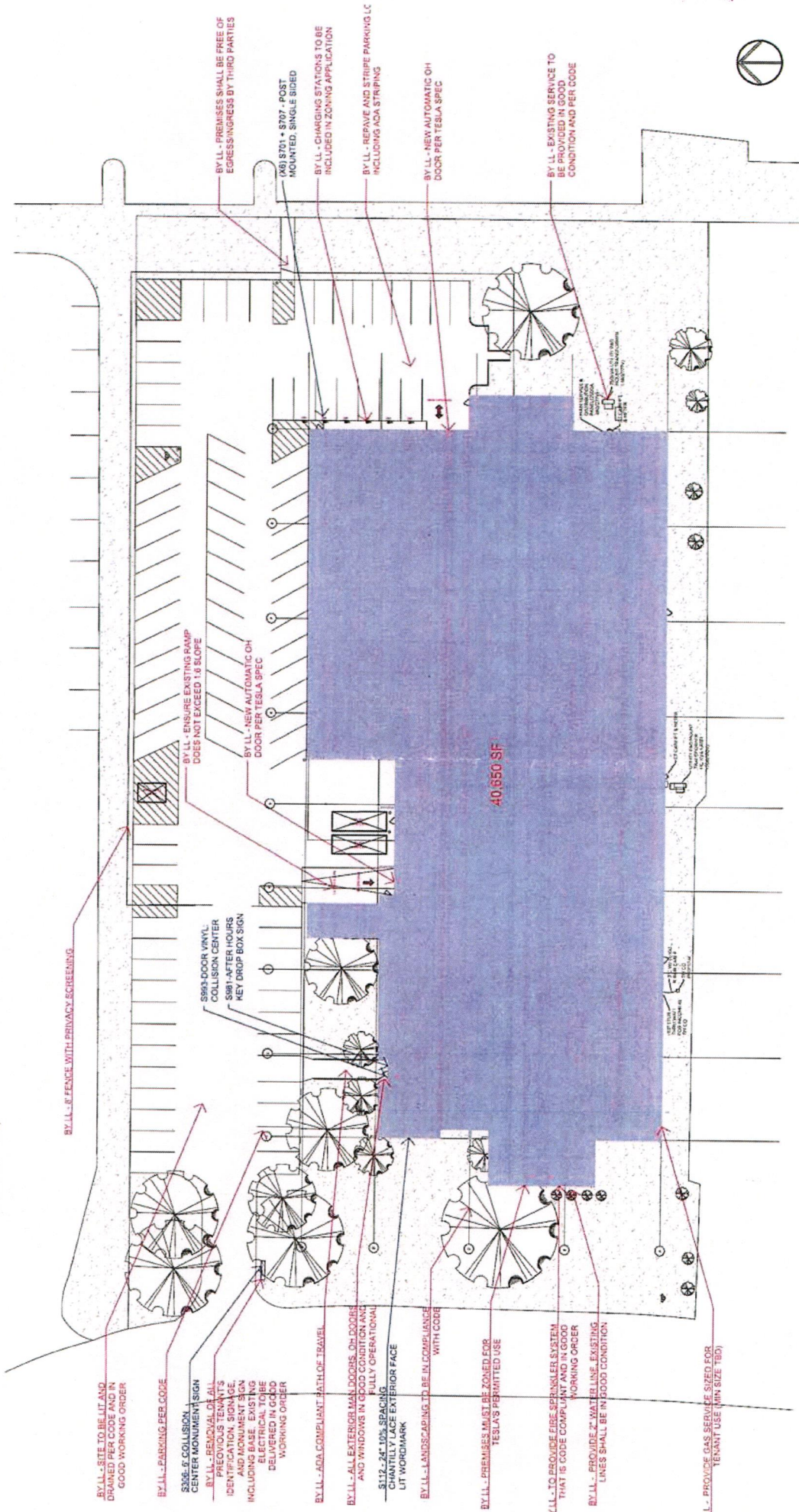


# CHICAGO - BURR RIDGE - COLLISION - COLD CLIMATE

SITE PLAN  
TRT ID 20157

PARKING SPACES: 91 (24 PUBLIC + 67 SECURED)

CONFIDENTIAL



OT TO SCALE



September 12, 2022



NA 1311 SHORE DR BURR RIDGE, IL 1115

\*PLEASE NOTE: ANY SUBSEQUENT REVISION TO AN APPROVED CONCEPT WILL CAUSE DELAY AND IMPACT COE



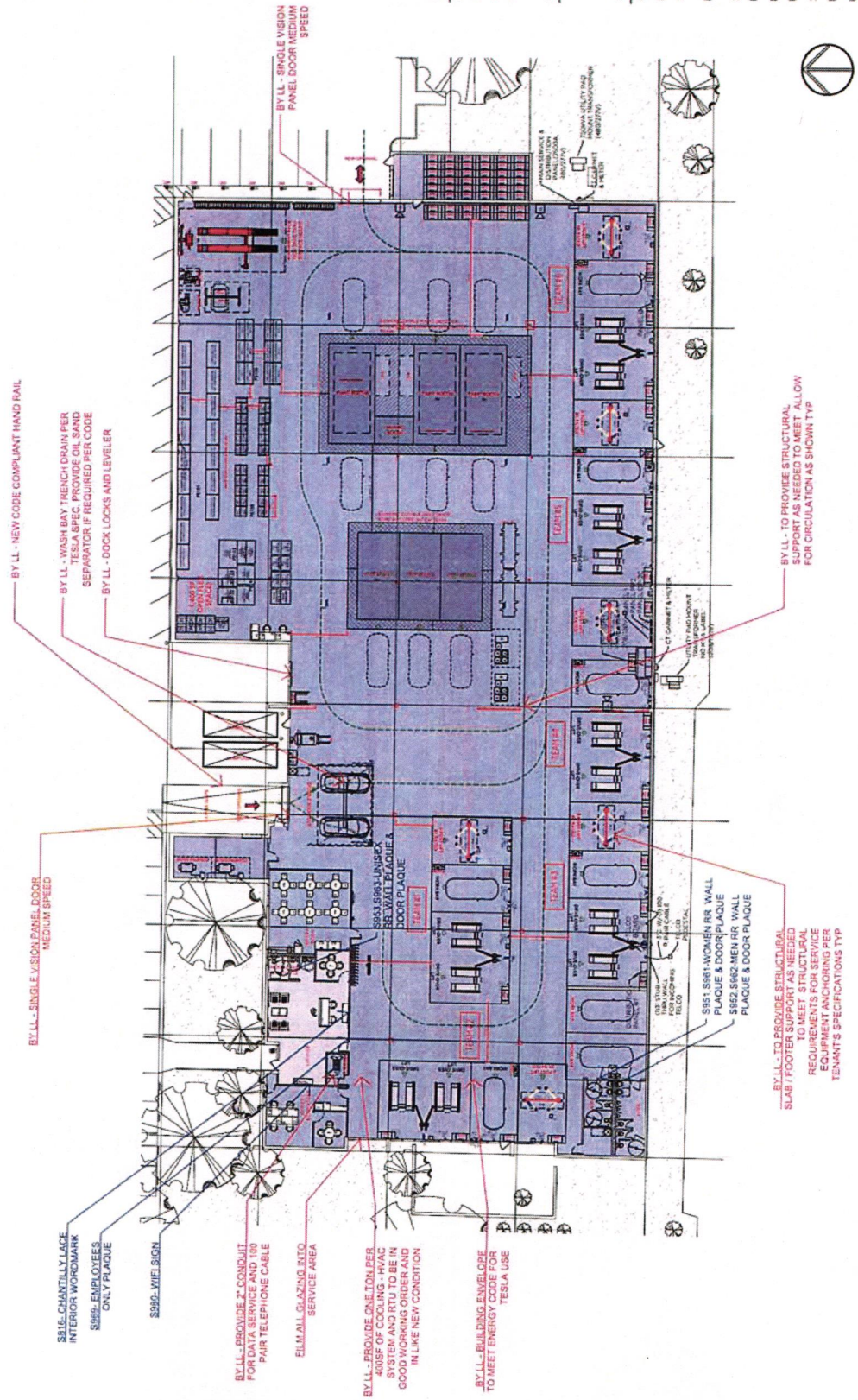
CONFIDENTIAL

TRT ID 20157

PARKING SPACES: 91 (24 PUBLIC + 67 SECURED)

**SPECIAL CONDITIONS:**

- ZONING BY LL
- UTILITY UPGRADES



WORKBAY COUNT	
2-POST LIFTS	6
FUTURE 2-POST LIFTS	0
SCISSOR LIFTS	12
OPEN BAYS (SERVICE)	8
<b>SUBTOTAL</b>	<b>26</b>
FD: BAYS (SALES)	0
<b>TOTAL</b>	<b>26</b>

[illegible]

CALE 1/32" = 1'-0"

September 12, 2022

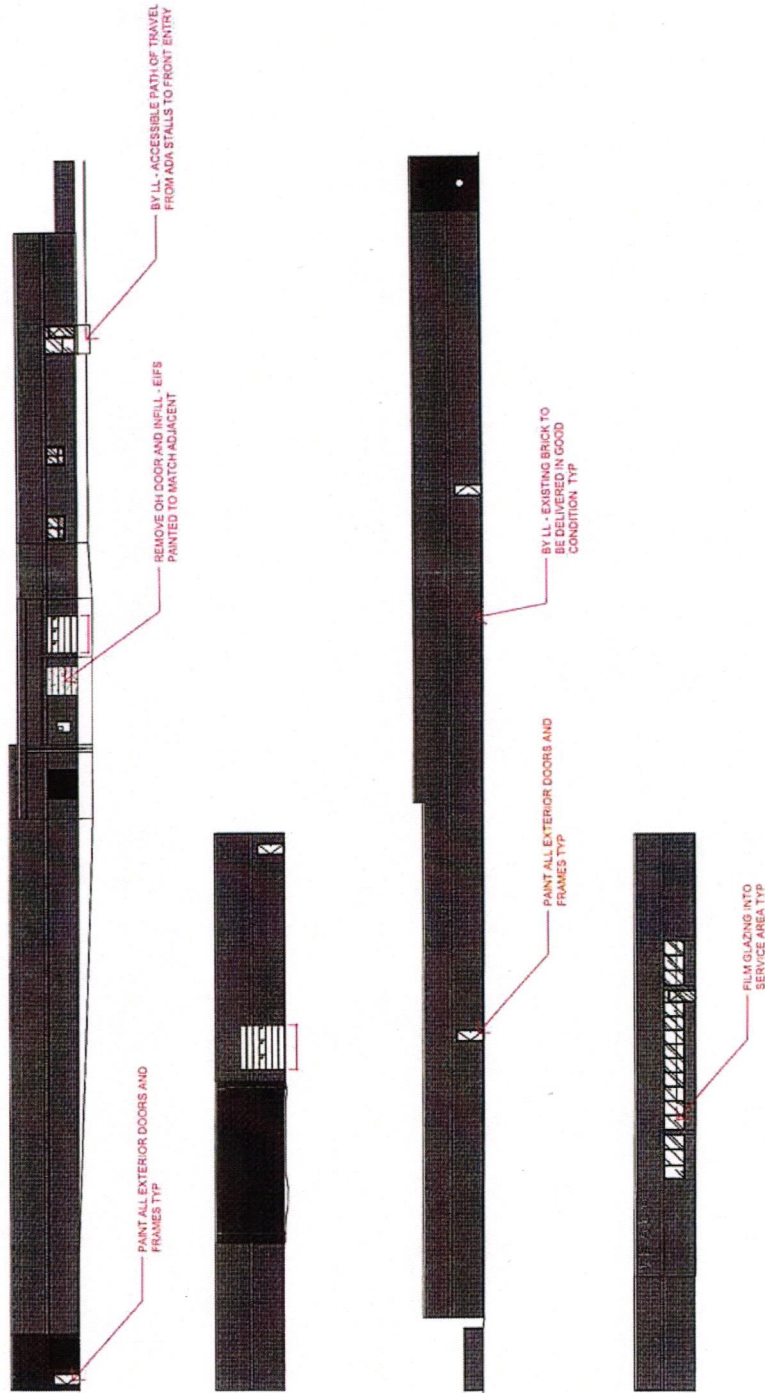
 EXISTING WALL  
 NEW WALL  
 SERVICE CIRCULATION  
 COLLISION REPAIR CIRCULATION

NA 1311 SHORE DR BURR RIDGE, IL 1115

# CHICAGO - BURR RIDGE - COLLISION - COLD CLIMATE

ELEVATION  
TRT ID 20157

CONFIDENTIAL



SCALE: 1/32" = 1'-0"

September 12, 2022

NA 1311 SHORE DR BURR RIDGE, IL 1105  
\*PLEASE NOTE ANY SUBSEQUENT REVISION TO AN APPROVED CONCEPT WILL CAUSE DELAY AND IMPACT CO\$



# UNICAR - BURR RIDGE - COLLISION - COLD CLIMATE

SCOPE OF WORK  
TRT ID 20157

CONFIDENTIAL

**BUILDING SHELL (N) (E) FINISH:** PAINTING: X - PAINT EXTERIOR DOORS AND FRAMES

**OFFICE:** FLOORING: X - CARPET

**(N) (E) FINISH:** CEILING: X - ACT

**NOTES:** LIGHTING: X - 2 X 2 DROP IN

**PAINTING:** X -

**NOTES:**

~~**SHOWROOM:** FLOORING: X - TILE  
CEILING: X - OPEN CEILING  
LIGHTING: X - SUSPENDED  
PAINTING: X -~~

**LOUNGE:** FLOORING: X - CARPET

**(N) (E) FINISH:** CEILING: X - ACT

**NOTES:** LIGHTING: X - 2 X 2 DROP IN

**PAINTING:** X -

**BRANDING:** WORD MARK - NON ILLUM: 1 -

**QTY NOTES:** WORD MARK - ILLUM: 1 -

**NOTES:** T-FLAG: -

MONUMENT SIGN: 1 -

BLADE SIGN: -

SERVICE SIGN: -

WAY FINDING PACKAGE: -

**SERVICE:** FLOORING: X - SEALED CONCRETE

**(N) (E) FINISH:** CEILING: X - OPEN CEILING

**NOTES:** LIGHTING: X - SUSPENDED

**PAINTING:** X -

**SITE WORK:** DIRECTIONAL ARROWS: -

**NOTES:** RAMP/STAIRS: X BY LL

FENCING: X BY LL

LANDSCAPING: X BY LL

PARKING LOT STRIPING: X BY LL

DRAINAGE: X BY LL

TRASH ENCLOSURE: X BY LL - IF REQUIRED

**CUSTOMER RR:** FLOORING: X - TILE

**(N) (E) FINISH:** CEILING: X - GYP

**NOTES:** LIGHTING: X - DOWNLIGHT

**PAINTING:** X -

**BUILDING UPGRADES:** PANEL UPGRADES: X -

**(LL) (T) REPAIR:** RTU: X -

**NOTES:** UNIT HEATERS: -

HVAC: X -

NEW TRENCH: X -

OIL SAND, WATER SEP: X -

NEW ROLL-UP DOORS: X -

ELEVATOR: -

**EMPLOYEE RR:** FLOORING: X - VCT

**(N) (E) FINISH:** CEILING: X - ACT

**NOTES:** LIGHTING: X - 2 X 2 DROP IN

**PAINTING:** X -

**QTY:** 1

September 12, 2022

NA 131 SHORE DR BURR RIDGE, IL 60515

CONCEPT FLOOR PLAN  
TRT ID 20157

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CONFIDENTIAL



 EXISTING WALL  
 SERVICE CIRCULATION  
 DELIVERY CIRCULATION  
 NEW WALL  
 COLLISION REPAIR CIRCULATION

NA 1 311 SHORE DR BURR RIDGE, IL 1 USA

ACS				
		Description	Quantity	Unit
6		DOOR CONTACT - DOUBLE POLE - DOUBLE THROW	1	Count
8		ELEC LOCK - ELEC EXIT REX	1	Count



## Ameristar Perimeter Security Fence - Echelon II

<https://www.ameristarperimeter.com/us/en/content-fragments/products/ornamental-fence-gates/echelon/echelon-ii/assets/Echelon2-Slide-6.png/jcr:content/renditions/cq5dam.M.1200.0.jpeg>



**ORDINANCE NO. A-499-2-97**

**AN ORDINANCE GRANTING A VARIATION  
OF THE VILLAGE OF BURR RIDGE SIGN ORDINANCE  
(8-09-1997: 311 Shore Drive - Graphic Solutions)**

**WHEREAS**, an application for a variation of the Village of Burr Ridge Sign Ordinance for certain real estate has been filed with the Community Development Director of the Village of Burr Ridge, Cook and DuPage Counties, Illinois, and said application has been referred to the Plan Commission of said Village and has been processed in accordance with the Burr Ridge Sign Ordinance; and

**WHEREAS**, said Plan Commission of this Village considered the question of granting said sign variation on September 15, 1997, at the Burr Ridge Village Hall, at which time all persons desiring to be heard were given the opportunity to be heard; and

**WHEREAS**, the Village of Burr Ridge Plan Commission has made its report on the request for a sign variation, including its findings and recommendations, to this President and Board of Trustees, and this President and Board of Trustees has duly considered said report, findings, and recommendations.

**NOW THEREFORE, Be It Ordained** by the President and Board of Trustees of the Village of Burr Ridge, Cook and DuPage Counties, Illinois, as follows:

**Section 1:** All documentation submitted at the aforesaid Plan Commission meeting are hereby incorporated by reference. This President and Board of Trustees find that the granting of the sign variation indicated herein is in the public good and in the best interests of the Village of Burr Ridge and its residents, is consistent with and fosters the purposes and spirit of the Burr Ridge Sign Ordinance as set forth in Article I thereof.

**Section 2:** That this President and Board of Trustees, after considering the report, findings, and recommendations of the Plan

Commission and other matters properly before it, in addition to the findings set forth in Section 1, finds as follows:

- A. That the applicant for the variation for the property located at 311 Shore Drive, Burr Ridge, Illinois, is J & S Electric and Signs on behalf of Graphic Solutions (hereinafter "Applicants"). The Applicants request variations from Sections 55.34.B and 55.11.Q of the Sign Ordinance to permit a freestanding, internally illuminated sign with a translucent background and with four colors, rather than the requirements that only the sign letters may be translucent and that all signs not exceed three colors.
- B. That the findings of fact attached hereto as Exhibit A specify the reasons for the Board of Trustees' adoption of this Ordinance.

**Section 3:** That a sign variation for the following described real estate be and is hereby granted to permit a freestanding, internally illuminated sign with a translucent background and with four colors, rather than the requirements that only the sign letters may be translucent and that all signs not exceed three colors. The subject real estate is legally described as follows:

LOT 21 IN PLAT OF HINSDALE INDUSTRIAL PARK UNIT TWO, BEING A SUBDIVISION OF PART OF THE NORTHEAST 1/4 OF SECTION 35, TOWNSHIP 38 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED SEPTEMBER 19, 1069 AS DOCUMENT R69-42012, IN DUPAGE COUNTY, ILLINOIS.

Said property is commonly known as 311 Shore Drive, Burr Ridge, Illinois.

**Section 4:** That the approval of this variation is subject to compliance with the following terms and conditions:

- A. The sign shall comply with the sign elevation attached hereto as Exhibit B.

**Section 5:** That this Ordinance shall be in full force and effect from and after its passage, approval and publication as required by law. The Village Clerk is hereby directed and ordered to publish this Ordinance in pamphlet form.

**PASSED** this 22nd day of September, 1997, by the Corporate Authorities of the Village of Burr Ridge on a roll call vote as follows:

**AYES:** 6 - Trustees Needham, Pallat, Milota, Paveza, Cizek & Rohner.

**NAYS:** 0 - None.

**ABSENT:** 0 - None.

**APPROVED** by the President of the Village of Burr Ridge on this 22nd day of September, 1997.

  
\_\_\_\_\_  
Village President

**ATTEST:**

  
\_\_\_\_\_  
Village Clerk

c:\cindy\ords\1s0997.ord

S-09-97

FINDINGS OF FACT FOR A  
VARIATION OF THE  
VILLAGE OF BURR RIDGE SIGN ORDINANCE

Section 55.40 of the Village of Burr Ridge Sign Ordinance requires that the Plan Commission determine compliance with the following findings. In order for a sign variation to be approved, the petitioner must respond to and confirm each and every one of the following findings by indicating the facts supporting such findings.

1. The variation is in harmony with the general purpose and intent of the Sign Ordinance;

The 4th color - grey - is a minor portion of the sign and is not in great contrast to most of the logo, which is black

2. The plight of the petitioner is due to unique circumstances;

Petitioner's logo is 4 color - there is no way to represent it accurately in 3 colors

3. The variation is necessitated by practical difficulties or particular hardships created by the requirements of the Sign Ordinance;

Logo copy is black - therefore the face must be white and translucent in order to display at night.

4. The variation will not alter the essential character of the locality;

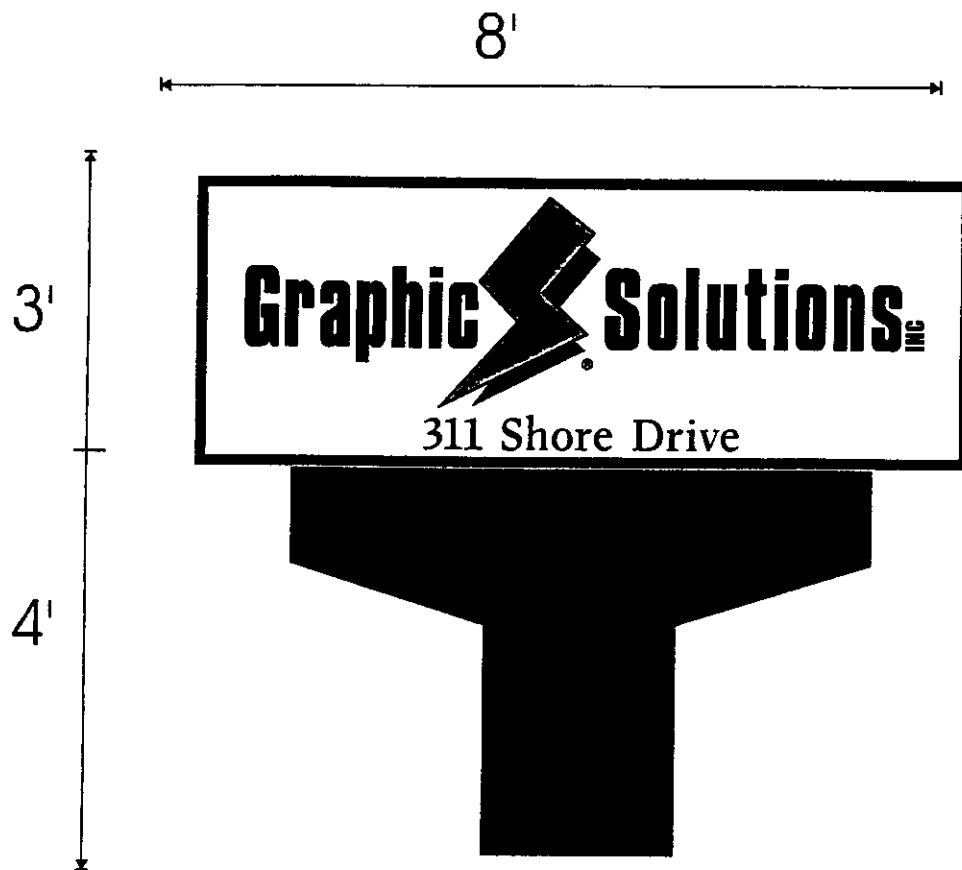
This sign is smaller & lower than allowed by ordinance. It is located in an industrial park, where there are few free-standing signs. The proposed sign will be within a landscaped area to present a generally pleasing appearance.

(Please transcribe or attach additional pages as necessary.)



Exhibit B

FREE-STANDING SIGN  
(Illuminated)



Sign - Plexiglass face  
Pole Cover - aluminum  
Graphics - painted

Colors  
Cabinet & pole cover - logo blue  
Face - translucent white  
Logo - medium grey, blue, black  
Letters - Black

Size  
Logo - 24"  
Letters - 12"

THIS ARTWORK IS AN ORIGINAL DESIGN AND IS THE EXCLUSIVE PROPERTY OF J & S ELECTRIC AND SIGN, INC.  
IT CANNOT BE REPRODUCED, COPIED OR EXHIBITED WITHOUT PRIOR WRITTEN CONSENT

*Designed By*

J & S Electric and Sign, Inc.  
1737 E. Wilson Avenue  
Batavia, IL 60510  
(630) 293-7617 Fax 293-7615

DATE: 6-26-97  
SCALE: 1/2"=1  
DRAW. #: SK-1



VILLAGE OF  
**BURR RIDGE**  
A VERY SPECIAL PLACE

**V-05-2024: 6520 S. Elm Street (Broucek); Variations and Findings of Fact; Request for three (3) variation requests from Zoning Ordinance Sections VI.F.7 & IV.H. to permit (1) a corner side yard setback of 4' 9 ½" instead of the 30' minimum regulations, (2) a rear yard setback 9' 7 ¾" instead of the 10' maximum regulation, and (3) a combined horizontal area of all accessory buildings, structures, and uses to exceed the 30 percent maximum regulation.**

**HEARING:**

June 17, 2024

**TO:**

Plan Commission  
Greg Trzupek, Chairman

**FROM:**

Ella Stern, Planner

**PETITIONER:**

John Broucek

**PETITIONER STATUS:**

Owner

**PROPERTY OWNER:**

John & Jami Broucek

**EXISTING ZONING:**

R-3 Single-Family Residential

**LAND USE PLAN:**

Recommends Single-Family  
Residential

**EXISTING LAND USE:**

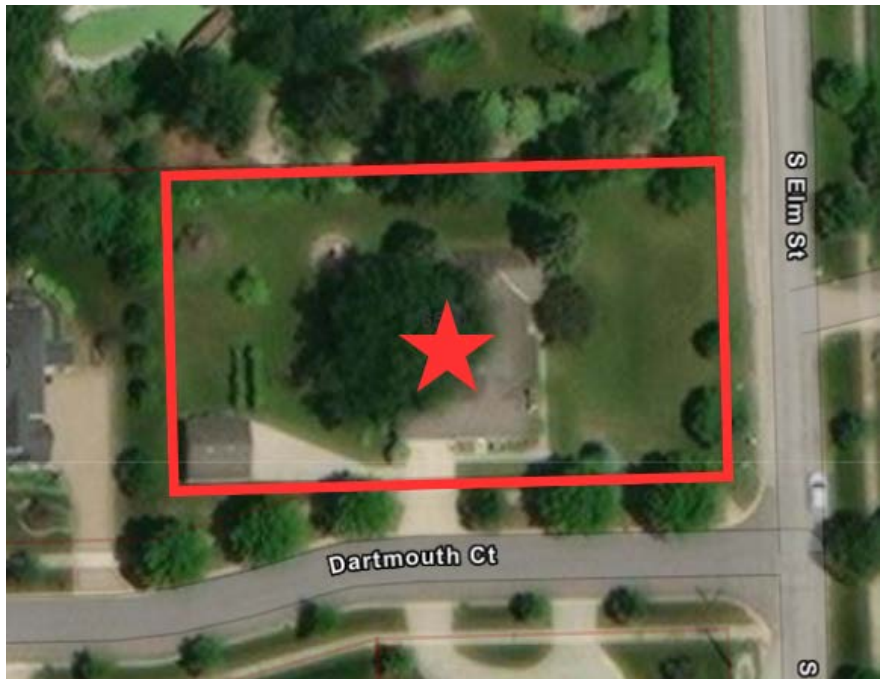
Single-Family Residence

**SITE AREA:**

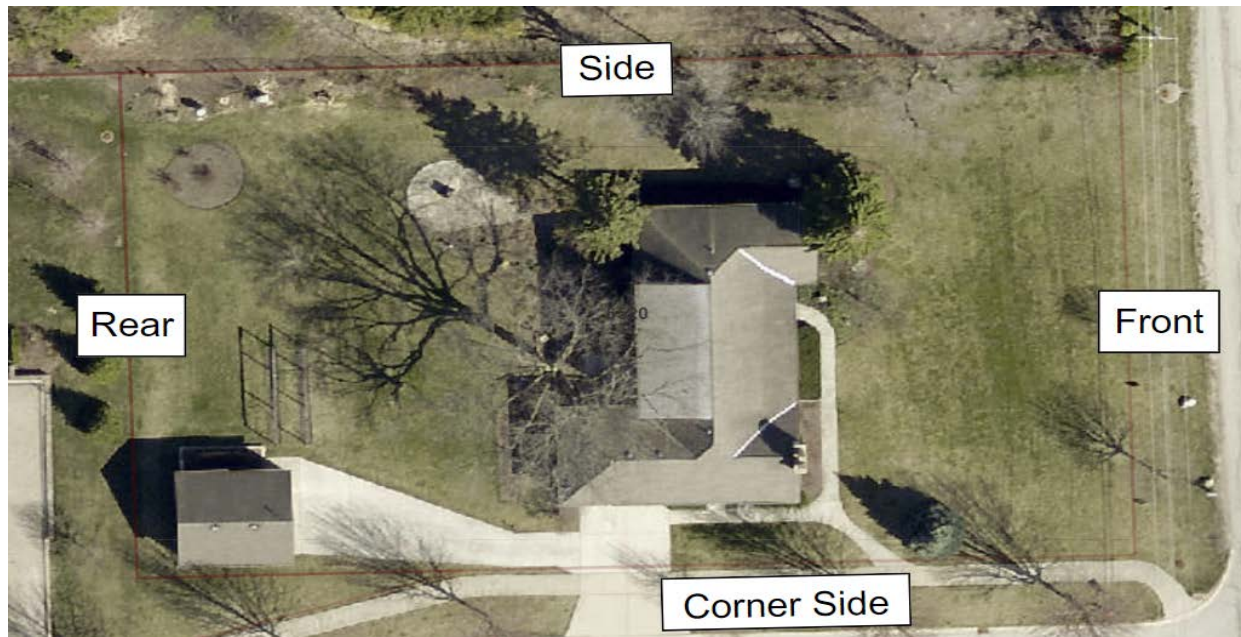
± 24,752 sq. ft. / 0.5 Acres

**SUBDIVISION:**

Hinsdale Farms



The petitioner is John Broucek, the owner. The petitioner requests a variation from Zoning Ordinance Section VI.F.4, as detailed below. The petitioner requests three (3) variation requests from Zoning Ordinance Sections VI.F.7 & IV.H. to permit (1) a corner side yard setback of 4' 9 ½" instead of the 30' minimum regulations, (2) a rear yard setback 9' 7 ¾" instead of the 10' maximum regulation, and (3) a combined horizontal area of all accessory buildings, structures, and uses to exceed the 30 percent maximum regulation. Elm Street serves as the front property line, and Dartmouth Court serves as the corner side yard property line.

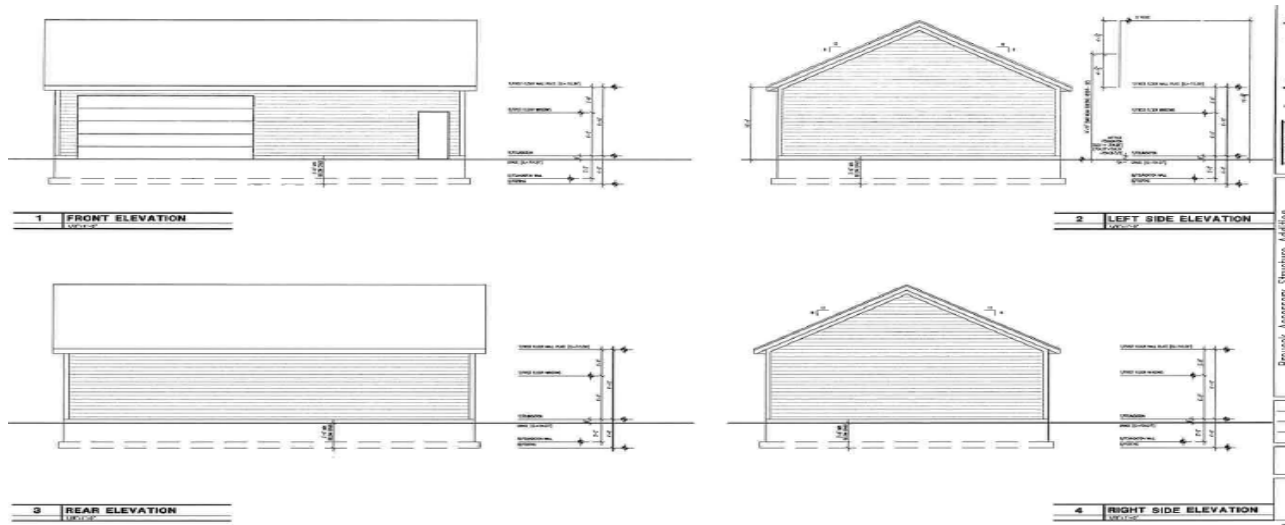


*Aerial of the property with the property lines and yards.*

The petitioner seeks to construct an addition to the existing detached garage, a swimming pool and reconfigure the driveway. The current detached garage is 474 square feet, and the petitioner seeks to add a 466 square foot addition to the existing 474 square foot detached garage, totaling 940 square feet. The Combined Maximum Floor Area Ratio is not to exceed 0.0375 (3.75%) or 1,500 square feet; therefore, the garage addition complies with the Zoning Ordinance regulations. The property was annexed into the Village of Burr Ridge in July of 2005 (Ordinance No. 1037). The existing detached garage is setback 4' 9" from the corner side yard property line, deviating from the 30-foot minimum regulation. The rear yard setback is 9' 7 ¾", encroaching the 10' maximum regulation but is deemed legal, nonconforming. Based on the Historic Aerial images, the detached garage was constructed prior to the property's annexation into the Village of Burr Ridge. It appears that the detached garage was built between 2002 and 2004, while the residence itself was constructed in 1972. The house is approximately 16 feet from the corner side yard property line, which does not comply with the minimum setback requirement of 30 feet.

The proposed addition to the detached garage is north of the existing structure and does not encroach further in the nonconforming setback. Pursuant to section XII.C.2 of the Zoning Ordinance, "a nonconforming building or structure which is nonconforming as to bulk, and is designed or intended for a permitted use, shall not be added to or enlarged in any manner unless such additions or enlargements thereto are made to conform to all of the yard regulations of the district in which it is located." In order to construct an addition to a nonconforming structure

which encroaches into a setback, a variation is necessary



*Elevation of the proposed garage addition.*

### Variations Requested (existing regulations with the variations detailed in *red italics*)

- Zoning Ordinance Section VI.F.7:

- **Yard Requirements**

- 1. **Permitted Uses**

	Front Yard	Interior Side Yard	Corner Side Yard	Rear Yard
Single-family detached dwelling	30 feet	10 feet	30 feet	50 feet

- *The petitioner requests a corner side yard setback of 4' 9 1/2" instead of the 30' minimum regulations and a rear yard setback 9' 7 3/4" instead of the 10' maximum regulation.*

- Zoning Ordinance Section IV.H.9:

- **Combined Horizontal Floor Area of Accessory Buildings and Structures a.**

The combined horizontal area of all accessory buildings, structures, and uses shall not exceed 30 percent of the area to the rear of the principal building. Lot coverage for corner lots shall be determined by measurement of the rear yard from the rear wall extended to the side lot lines and extended to the rear lot lines.

- *The rear lot area is 10,531 square feet, and the allowable rear lot area is 30%/3,159.3 square feet. The petitioner requests to exceed the 30% regulation by 3%, which is an additional 303 square feet, totaling 3,462.3. The petitioner requests an additional 3% rear yard coverage for a patio area around the pool in the future. The proposed calculations and site plan in the petition do not depict the additional 3% rear yard coverage of the approximately 585-square-foot patio. The proposed rear yard coverage without the patio is 2,877 square*

The site plan shows a rectangular building footprint of 10,000 sq. ft. with various setbacks and easements. Key features include:

- Setbacks:** 10' SIDE SETBACK, 10' UTILITY EASEMENT, 30' FRONT SETBACK, 30' CORNER SETBACK.
- Easements:** 10' UTILITY EASEMENT, 30' CORNER SETBACK.
- Building Footprint:** 10,000 sq. ft. building footprint.
- Other Features:** 10' SIDE SETBACK, 10' UTILITY EASEMENT, 30' FRONT SETBACK, 30' CORNER SETBACK.

- Application
- Findings of Fact
- Proposed site plan and illustrations
- Public Notifications





# VILLAGE OF BURR RIDGE

## PETITION FOR PUBLIC HEARING PLAN COMMISSION/ZONING BOARD OF APPEALS

### GENERAL INFORMATION (to be completed by Petitioner)

PETITIONER (All correspondence will be directed to the Petitioner): John Broucek IV

STATUS OF PETITIONER: Owner

PETITIONER'S ADDRESS: 6520 S. Elm Street, Burr Ridge, IL 60527

ADDRESS OF SUBJECT PROPERTY: 6520 S. Elm Street, Burr Ridge, IL 60527

PHONE: (815) 693-5153

EMAIL: jbroucek@doraziocp.com

PROPERTY OWNER: John & Jami Broucek

PROPERTY OWNER'S ADDRESS: 6520 S. Elm Street, Burr Ridge, IL 60527 PHONE: (815) 693-5153

PUBLIC HEARING REQUESTED: ☐ Special Use ☐ Rezoning ☐ Text Amendment ☒ Variation(s)

### DESCRIPTION OF REQUEST:

Modify existing detached garage/accessory structure to increase height and sf within village code. Requested variances are to modify the existing structure within the corner side setback, rear setback and request 303 sf of additional coverage area.

### PROPERTY INFORMATION (to be completed by Village staff)

PROPERTY ACREAGE/SQ FOOTAGE: 0.5 acres EXISTING ZONING: R-3

EXISTING USE/IMPROVEMENTS: Single Family Residence

SUBDIVISION: Hinsdale Farms

PIN(S) # 09-24-200-105-0000

The above information and the attached Plat of Survey are true and accurate to the best of my knowledge. I understand the information contained in this petition will be used in preparation of a legal notice for public hearing. I acknowledge that I will be held responsible for any costs made necessary by an error in this petition.

John Broucek IV  
Petitioner's Signature

4-28-2024  
Date of Filing

April 28, 2024

Village of Burr Ridge  
7660 County Line Road  
Burr Ridge, IL 60527

RE: Broucek Variation Request

Dear Members of the Zoning Board of Appeals,

We hope this letter finds you doing well. Enclosed, please find our completed variation package along with a summary of the variances we are seeking for your review and consideration.

Since our purchase of the property located at 6520 S. Elm Street on May 5, 2023, my wife and I have been diligently working on remodeling the existing structure to align with the aesthetics of the neighborhood. Our efforts have involved demolishing approximately 1,500 square feet of the existing 2,000 square foot structure and rebuilding it to approximately 5,000 square feet. Throughout this process, we have adhered to all relevant village building codes, ensuring compliance in every aspect of the project.

As we near completion of the remodel, our attention has turned to enhancing the landscaping and improving the detached accessory structure on the property. Our plan includes remodeling the existing detached garage and increasing its size in compliance with the allowable 940 square feet per village code. Additionally, we intend to reconfigure the current driveway layout, which has proven to be awkward and unusual, and install a 30' x 15' pool to further enhance the property's amenities. Preliminary plans outlining these proposed improvements are included in Exhibit A for your reference.

After careful review of the village code, we have been advised by both village staff and our architect firm that the improvements will require approval from the Zoning Board of Appeals for the following variances:

1. **Side Yard Set-back:** The existing accessory structure falls inside of the 30' side yard set-back stipulated by the village code; thus, making any improvement also inside of the set-back. Our aim is to remodel the garage structure to accommodate larger vehicles, such as my GMC Sierra truck, and to create a multi-use recreational space for the proposed inground pool.

2. **Rear Property Setback:** Currently, the existing structure sits approximately 4 ¼" inside the rear property set-back. We are seeking a variance to continue the west wall in a straight line to the north while maintaining a minimal 4 ¼" inch step into the 10' setback. This adjustment is necessary to optimize the layout of the property and will not infringing on neighboring parcels.
3. **Additional Driveway Coverage:** Our proposal includes a variance request for 303 square feet of additional backyard coverage above the allowable rear area coverage of 30%. This variance is required due to modifications to the driveway layout necessitated by the unique configuration of the neighboring property to the south that sits between the garage and the street.

The attached variation package has been prepared to the best of our knowledge and includes all necessary documentation. Should the requested variances be granted, we will promptly submit a final set of plans as part of the permitting process and undertake all construction work in strict accordance with village codes and regulations.

We appreciate your time and consideration of our request. We firmly believe that these proposed improvements will not only enhance the functionality and aesthetics of our property but also contribute positively to the overall character of the neighborhood. Should you require any further information or clarification, please do not hesitate to contact us.

Sincerely,

A handwritten signature in black ink, appearing to read 'John Broucek IV', with a stylized, cursive script.

John Broucek IV



Findings of Fact - Zoning Variation  
Burr Ridge Zoning Ordinance

**Address:**

6520 S. Elm Street, Burr Ridge, IL 60527

As per Section XIII.H.3 of the Village of Burr Ridge Zoning Ordinance, for a variation to be approved, the petitioner must confirm all of the following findings by providing facts supporting such findings.

- a. Because of the particular physical surroundings, shape, or topographical conditions of the specific property involved, a particular hardship to the owner would result, as distinguished from a mere inconvenience, if the strict letter of the regulations were to be carried out

The existing structure does not allow our truck to fit in the garage due to the door height and depth of the garage.

We also had multiple discussions with our neighbor to purchase 77 sf of property south of the garage in an effort to significantly minimize the footprint of the awkward and unusal driveway. We are seeking a variance above the 30% back yard SF coverage in the amount of 303 SF. This is the difference between the original layout contained in the engineering plans (exhibit B) and the new layout contained in exhibit A. The intent of the additional square fotage is to add decking around the pool which is currently limited.

- b. The property in question cannot yield a reasonable return if permitted to be used only under the conditions allowed by the regulations governing the zoning district in which it is located.

The existing structure does not provide for our truck to fit in it due to the current footprint of the structure. Any addition to the existing structure would fall within the side and rear set-backs.

- c. The conditions upon which an application for a variation is based are unique to the property for which the variance is sought, and are not applicable, generally, to other property within the same zoning classification.

The current structure was built by the original owner who owned the larger plot of land before the area was subdivided. We approached the neighbor to purchase 77 sf of land to the south of the garage that lies between the road and garage. After multiple conversations, the neighbor declined to sell the unusual area of land requiring us to build around the neighbors parcel resulting in an additional 303 SF of driveway.

- d. The purpose of the variation is not based primarily upon a desire to increase financial gain.

Our intent is to improve the property for personal use. The requested variance will allow us to park our vehicle in the accessory structure which would otherwise not be possible. The rest of the property improvements fall within the city building codes.

- e. The alleged difficulty or hardship is caused by this Ordinance and has not been created by any persons presently having an interest in the property.

Variance is requested by current owner and no outside interests.

- f. The granting of the variation will not be detrimental to the public welfare or injurious to other property or improvements in the neighborhood in which the property is located.

All the property improvements will occur within the borders of our property and, outside of the variances requested, meet city building codes.

- g. The granting of the variation will not alter the essential character of the neighborhood or locality.

The design of the accessory structure will reflect the style of the main structure and conform to all village building codes. Similar accessory structures have been constructed around the neighborhood.

- h. The proposed variation will not impair an adequate supply of light and air to adjacent property or substantially increase the congestion of the public streets, or increase the danger of fire, or impair natural drainage or create drainage problems on adjacent properties, or endanger the public safety, or substantially diminish or impair property values within the neighborhood.

The addition to the existing structure will be constructed to the north and east of the adjacent property. We do not see a scenario whereby the variation would increase traffic congestion, or other concerns noted in this statement. All construction will be completed in compliance with the village building codes. The improvements to the property, similar to the improvements to the main structure that are currently in progress, will improve the property value within the neighborhood.

- i. The proposed variation is consistent with the official Comprehensive Plan of the Village of Burr Ridge and other development codes of the Village.

To petitioners knowledge, the proposed variance is consistent with the comprehensive plan and codes of the Village of Burr Ridge.



# Exhibit A

Preliminary Site Plan





<b>4</b>	<b>RIGHT SIDE ELEVATION</b>
	$1/8" = 1' - 0"$

SHEET NUMBER:  
**SK-14**  
OF 3 SHEETS

PROJECT NUMBER:  
2304048

ISSUANCE DATE	
1	03/18/2024
2	04/03/2024

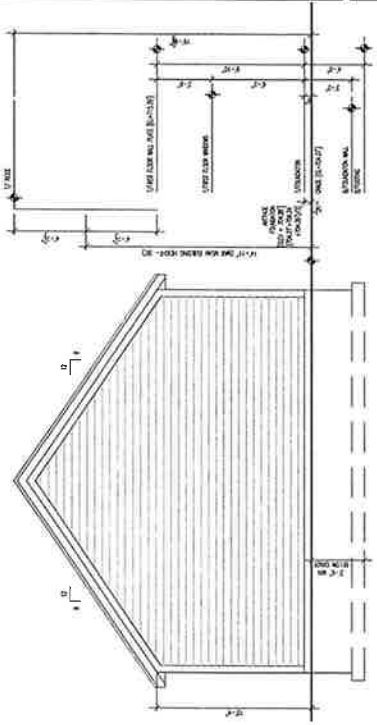
### Broucek Accessory Structure Addition

6520 S. Elm St.  
Burr Ridge, IL 60527  
for  
John & Jami Broucek

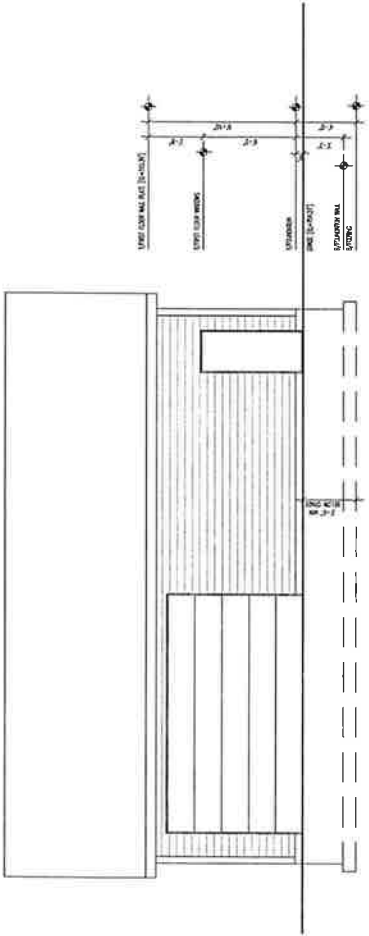
**Craftstone Architects, Inc.**  
14150 S. Route 30, Suite 201, Plainfield, Illinois 60544  
Phone: (815) 609-1997 Fax: (815) 327-8827  
www.craftstonearchitects.com  
Professional Design Firm # 184-005937

DRW BY: NBJ CK BY: MAB

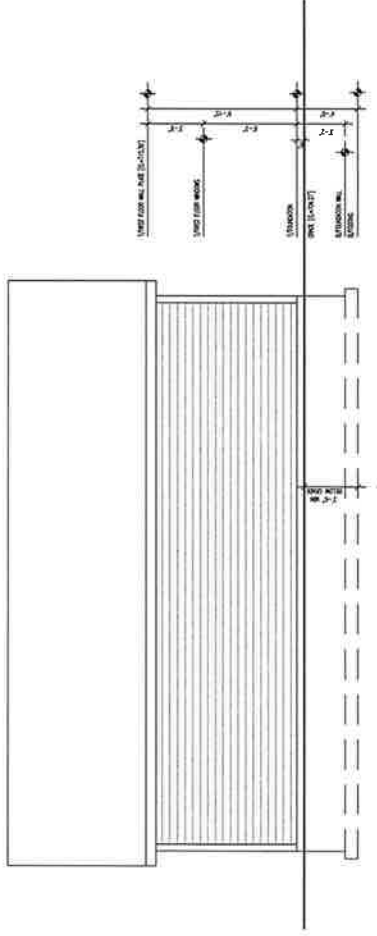
2	LEFT SIDE ELEVATION
	$1/8" = 1'-0"$



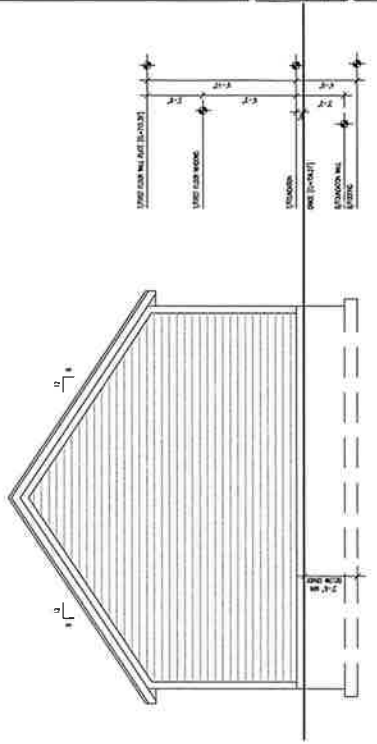
1	FRONT ELEVATION
	$1/2 \times 11 \times 2$



3	REAR ELEVATION
	$1/4" = 1'-0"$



2	LEFT SIDE ELEVATION
	$1/8" = 1'-0"$





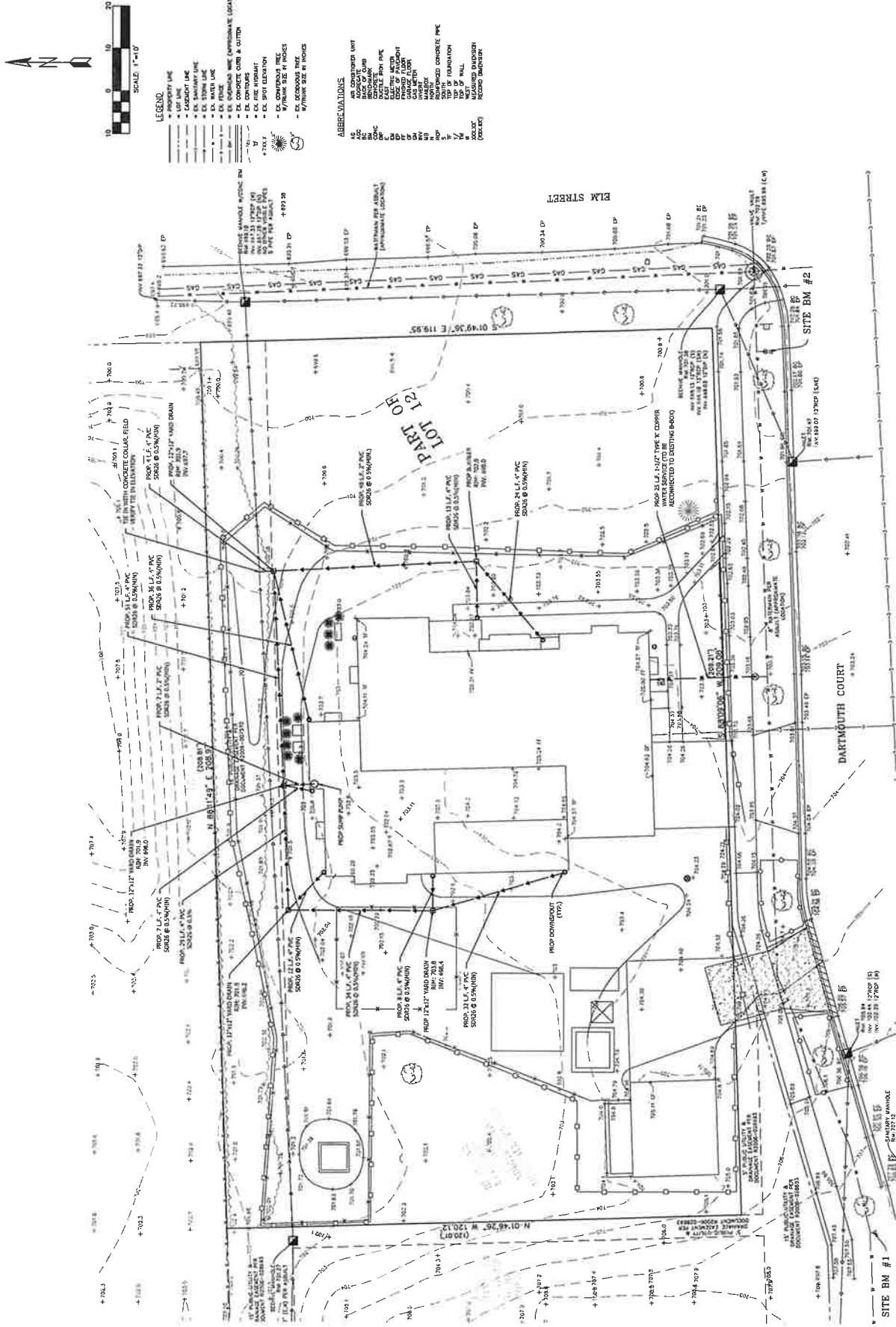
# Exhibit B

Original Driveway Plan

3. PROJECT INFORMATION PROJECT # : W0715.00 DATE : 08-21-2023 DRAWN BY : ALC CHECKED BY : JS PROJECT # : W0715.00 DATE : 08-21-2023 DRAWN BY : ALC CHECKED BY : JS		C-3.0 SHEET
4. PROJECT DESCRIPTION DESCRIPTION :		

SOUTH ELM STREET -  
PROP. RESIDENCE

**BROUCEK BUILDERS, LLC**  
190 S. KASATLE STREET, SUITE 2025, CHICAGO, IL 60633

**ENGINEERING**  
RESOURCE ASSOCIATES



**VILLAGE OF BURR RIDGE  
PLAN COMMISSION AND  
ZONING BOARD OF APPEALS**

**Consent to Install Public Notice Sign**

**The owner of the property referenced below, or an authorized representative of the owner, which is the subject of a public hearing before the Village of Burr Ridge Plan Commission or Zoning Board of Appeals, hereby consents to allow the Village of Burr Ridge to install a public notice sign on the aforesaid property. The public notice sign will be erected 15 to 30 days prior to the public hearing and will remain on the property until it is removed by the Village of Burr Ridge subsequent to a final dispensation of petition request.**

Street Address of Subject Property:

6520 S. Elm Street, Burr Ridge, IL 60527

Property Owner or Petitioner:

John Broucek IV

(Print Name)

(Signature)



May 29, 2024 at 2:13:51 PM  
6520 S Elm St  
Burr Ridge IL 60527  
United States







## **LEGAL NOTICE OF PUBLIC HEARING**

NOTICE IS HEREBY GIVEN that the Plan Commission and Zoning Board of Appeals of the Village of Burr Ridge, Cook and DuPage Counties, Illinois, will conduct the following Public Hearing beginning at 7:00 p.m. on **Monday, June 17, 2024**, at **Village Hall, 7660 County Line Road, Burr Ridge, Illinois, 60527**.

## **PURPOSE OF HEARING**

The Plan Commission/Zoning Board of Appeals will hold a public hearing to consider a request by John Broucek for three (3) variation requests from Zoning Ordinance Sections VI.F.7 & IV.H. to permit (1) a corner side yard setback of 4' 9 ½" instead of the 30' minimum regulations, (2) a rear yard setback 9' 7 ¾" instead of the 10' maximum regulation, and (3) a combined horizontal area of all accessory buildings, structures, and uses to exceed the 30 percent maximum regulation. The petition number and address of this petition is **V-05-2024: 6520 S. Elm Street** and the Permanent Real Estate Index Number is **09-24-200-105-0000**.

Public comment may be provided by individuals who physically attend the meeting at 7660 County Line Road, Burr Ridge, Illinois, 60527. All written public comment wishing to appear in the Plan Commission report shall be provided no later than Tuesday, June 11, 2024. All public comment may be emailed to Planner Ella Stern ([estern@burr-ridge.gov](mailto:estern@burr-ridge.gov)) or mailed to Ms. Stern's attention at the address above. The Plan Commission/Zoning Board of Appeals reserves the right to continue said hearings from time to time as may be required without further notice, except as may be required by the Illinois Open Meetings Act.

**BY ORDER OF THE PLAN COMMISSION/ZONING BOARD OF APPEALS OF THE VILLAGE OF BURR RIDGE, COOK AND DUPAGE COUNTIES, ILLINOIS.**

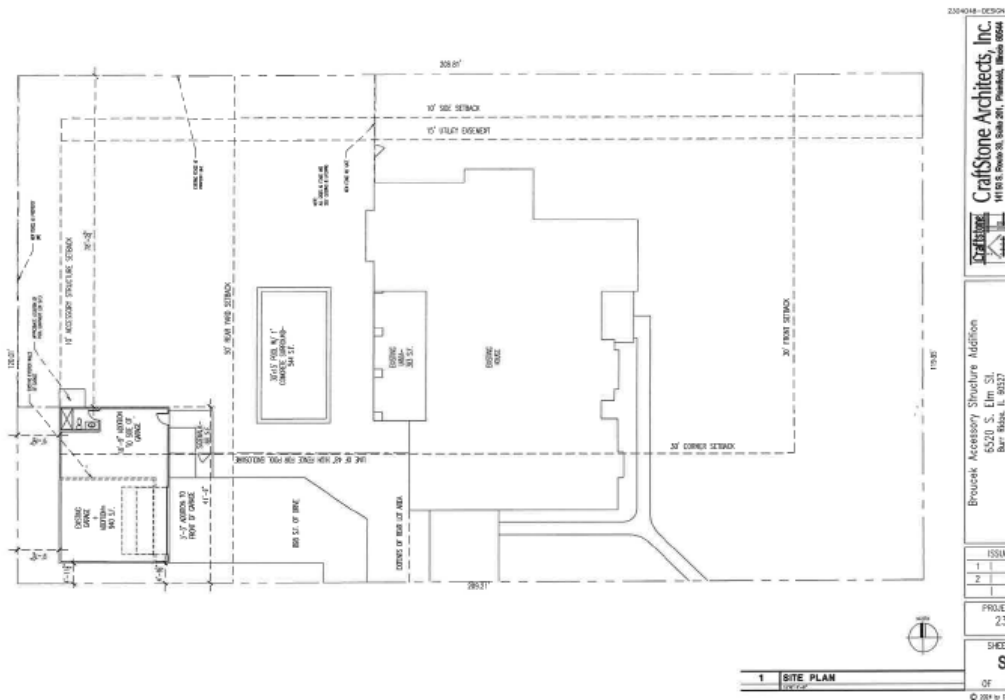
**Greg Trzupek, Chairman**

**MEMBERS: GREG TRUZPEK, MIKE STRATIS, JIM BROLINE, BARRY IRWIN, JOSEPH PETRICH, ENZA PARRELLA, RICHARD MORTON, AND DEANNA MCCOLLIAN.**

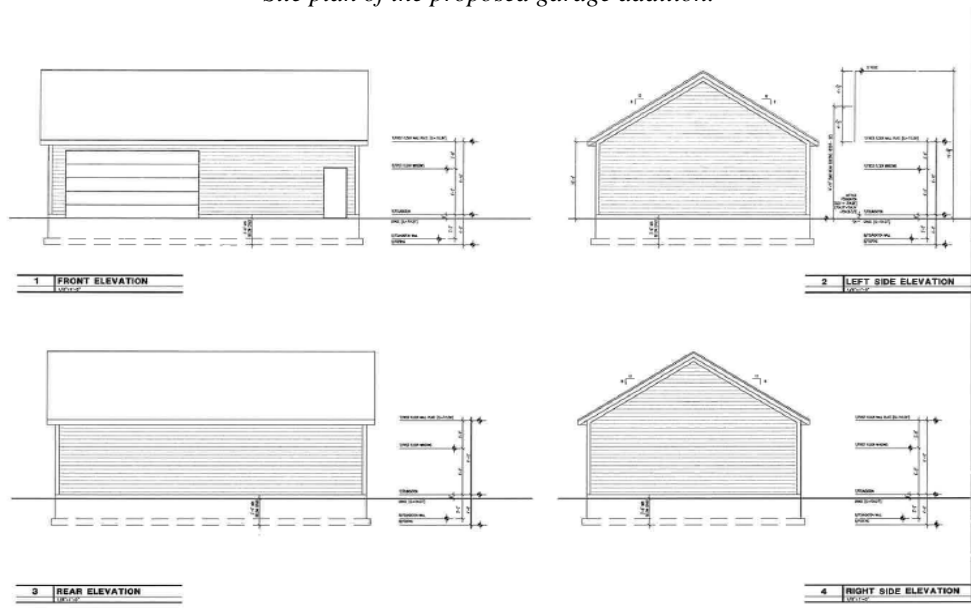


*The site is outlined in red*

[www.burr-ridge.gov](http://www.burr-ridge.gov)  
630.654.8181



Site plan of the proposed garage addition.



Elevation of the proposed garage addition.

Additional information is posted on the Village's website in the link below:

[https://www.burr-ridge.gov/government/boards\\_committees\\_commissions/plan\\_commissions\\_zoning\\_board\\_of\\_appeals/index.php](https://www.burr-ridge.gov/government/boards_committees_commissions/plan_commissions_zoning_board_of_appeals/index.php)

*Burr Ridge homepage – Government – Boards, Committees, and Commissions – Plan Commission & Zoning Board of Appeals – Upcoming Public Hearing Petitions*

The Plan Commission meeting agenda packet will be posted the Thursday before the meeting and will be available on the website here:

[https://www.burr-ridge.gov/government/boards\\_committees\\_commissions/plan\\_commissions\\_zoning\\_board\\_of\\_appeals/agendas\\_minutes.php](https://www.burr-ridge.gov/government/boards_committees_commissions/plan_commissions_zoning_board_of_appeals/agendas_minutes.php)

*Burr Ridge homepage – Government – Agendas & Minutes – Plan Commission & Zoning Board of Appeals*

BERKI, DONALD & ELAINE V  
67 GARFIELD RIDGE  
WILLOWBROOK, IL 60527

BLITHSTEIN, NEIL & C  
15W344 PLAINFIELD RD  
WILLOWBROOK, IL 60521

KAGALWALLA, AMIR & Y  
1202 KENMARE DR  
BURR RIDGE, IL 60527

AGRAWAL, PANKAJ  
4 ROANOKE CT  
BURR RIDGE, IL 60527

HUANG, CHING & SHOU  
38 RIDGEFIELD LN  
WILLOWBROOK, IL 60521

SHAH, CHIRAG  
6590 S ELM ST  
BURR RIDGE, IL 60527

BURR RIDGE UNITED CHURCH  
15W100 PLAINFIELD RD  
HINSDALE, IL 60521

VOORTMAN, ANNA & TIMOTHY  
223 ELM CT  
BURR RIDGE, IL 60527

SIMS JR, THOMAS & SILVIA  
56 RIDGEFIELD LN  
WILLOWBROOK, IL 60527

NOLAND, MICHAEL & GEORGIA  
44 RIDGEFIELD LN  
WILLOWBROOK, IL 60527

SCHNEEWIND, OLAF & ETAL  
6401 S GARFIELD AVE  
WILLOWBROOK, IL 60521

PORONSKY, ALBERT & C  
1102 KENMARE DR  
BURR RIDGE, IL 60527

MATRAY, TERRENCE & CHERYL  
304 KENMARE DR  
BURR RIDGE, IL 60521

SWAN, V & M KAWECKI  
203 KENMARE DR  
BURR RIDGE, IL 60527

DONTHAMSETTI & BATHALA  
15W280 PLAINFIELD RD  
BURR RIDGE, IL 60521

KACHRU, ANIL & J WARIKOO  
55 GARFIELD RIDGE  
WILLOWBROOK, IL 60521

LEEPER, TED & BINDU VIJAN  
65 S CABERNET CT  
BURR RIDGE, IL 60527

ZHANG, WEI & LIYUN HUANG  
306 PLAINFIELD RD  
BURR RIDGE, IL 60527

DAVE, BHARAT & ANKUR  
15W220 PLAINFIELD RD  
BURR RIDGE, IL 60527

SHAKIR, TAAHA & NASEEM  
37 RIDGEFIELD LN  
WILLOWBROOK, IL 60527

CHIARAMONTE R & M GARINO  
55 RIDGEFIELD LN  
WILLOWBROOK, IL 60527

JANKOWSKI, MICHAEL T  
202 KENMARE DR  
BURR RIDGE, IL 60527

DEMARTINO, VICTOR  
280 DARTMOUTH CT  
BURR RIDGE, IL 60527

GARCIA, RICARDO & BERTA  
6401 S ELM ST  
BURR RIDGE, IL 60527

GOLD, JANIE K  
902 KENMARE DR  
BURR RIDGE, IL 60527

PFISTERER, SCOTT & E  
103 KENMARE DR  
BURR RIDGE, IL 60521

MC CORMICK, KAROL M  
6520 S ELM ST  
WILLOWBROOK, IL 60527

REDIEHS, C & J D SALAZAR  
1005 KENMARE DR  
BURR RIDGE, IL 60527

CTLTC 8002380220  
6451 S ELM ST  
BURR RIDGE, IL 60527

FOX, SIDSEL SYRAN TR  
104 KENMARE DR  
BURR RIDGE, IL 60527

COOK, SUSAN H 830 S MONROE ST HINSDALE, IL 60521	BAIRD, JAMES 1104 KENMARE DR BURR RIDGE, IL 60527	IVANELLI, JAMES & R ZOOT 4 PEPPERMILL CT BURR RIDGE, IL 60527
DAVIS, F S & C DUDIAK 6431 GARFIELD RIDGE WILLOWBROOK, IL 60521	REDDY TR, VENOODHAR & M V 6726 FIELDSTONE DR BURR RIDGE, IL 60521	VOORTMAN, ANNA 223 ELM CT BURR RIDGE, IL 60527
WALSH HIGGINS & CO 101 E ERIE ST CHICAGO, IL 60611	PATADIA, DIPUL & MONICA 205 DARTMOUTH CT BURR RIDGE, IL 60527	SIDNEY, SCOTT A 43 GARFIELD RIDGE WILLOWBROOK, IL 60521
REFAAT AND Wafa ABDEL MAL 302 KENMARE DR BURR RIDGE, IL 60527	PATEL, ATUL & SIMA 49 RIDGEFIELD LN WILLOWBROOK, IL 60527	FANNIN II, JAMES E 1003 KENMARE DR BURR RIDGE, IL 60521
STRAM, CAROL A 1101 KENMARE DR BURR RIDGE, IL 60527	KAZA, SRIRAM 6481 GARFIELD RIDGE BURR RIDGE, IL 60527	MURPHY, JEFFREY & MAUREEN 105 KENMARE DR BURR RIDGE, IL 60527
HAN, MU & P ZHANG 6427 GARFIELD RIDGE WILLOWBROOK, IL 60521	OJIAKO, KIZITO & IFENLOTA 235 DARTMOUTH CT BURR RIDGE, IL 60527	LGT PA LLC 1801 E 9TH ST APT. 1600 CLEVELAND, OH 44114
LEAF, DIANE & GARY 56 GARFIELD RIDGE WILLOWBROOK, IL 60527	LANGENFELD, JOSEPH & S 6 PEPPERMILL CT BURR RIDGE, IL 60527	LOPEZ, PAUL & SUZANNE 201 KENMARE DR BURR RIDGE, IL 60527
SHAH, ANAND & SHIVANI 250 DARTMOUTH CT BURR RIDGE, IL 60527	DERIKONJIC, DEJAN 6403 GARFIELD AVE BURR RIDGE, IL 60527	VAZE, PRASHANT & NINA 1004 KENMARE DR BURR RIDGE, IL 60521
LOBRACO, JAMES & JENNIFER 6436 GARFIELD RIDGE WILLOWBROOK, IL 60527	MARY MARTHA FAMILY TR 1103 KENMARE DR BURR RIDGE, IL 60527	VENTURA, SALVATORE C & S 8 PEPPERMILL CT BURR RIDGE, IL 60527
LINDBERG, C RONALD 6463 GARFIELD RIDGE WILLOWBROOK, IL 60527	DOSHI DIMPLE TR 265 DARTMOUTH CT BURR RIDGE, IL 60527	MIKAILI, AFSHIN 6435 GARFIELD RIDGE WILLOWBROOK, IL 60521



SANTACATERINA, MURIEL P  
6325 S ELM ST  
BURR RIDGE, IL 60521

DILLON, STEPHEN & W N TRS  
44 GARFIELD RIDGE  
WILLOWBROOK, IL 60527

KRUG JR, GEORGE  
1001 KENMARE DR  
BURR RIDGE, IL 60527

DARTMOUTH COURT HOMEOWNER  
181 S LINCOLNWAY  
NORTH AURORA, IL 60542

MC CARTY, KATHRYN T  
43 RIDGEFIELD LN  
WILLOWBROOK, IL 60527

DOSHI, DEVANG  
62 RIDGEFIELD LN  
WILLOWBROOK, IL 60527

JACOB DEVELOPMENT LLC  
5629 W CERMAK RD  
CICERO, IL 60804

JUAREZ, CHRISTOPHER & S  
15W260 PLAINFIELD RD  
BURR RIDGE, IL 60527

OZER, FRED & EVE  
102 KENMARE DR  
BURR RIDGE, IL 60521

ARIBINDI, RAM & VEENA  
50 RIDGEFIELD LN  
WILLOWBROOK, IL 60521

KANGAS, JASON & DENISE  
6428 GARFIELD RIDGE  
WILLOWBROOK, IL 60527

MEITZ, FRANK & JOY  
2 PEPPER MILL CT  
BURR RIDGE, IL 60527

LA SALLE A7710693802  
135 S LA SALLE ST APT. 2500  
CHICAGO, IL 60603

FIELDSTONE CLUB ASSN  
211 W CHICAGO AVE  
HINSDALE, IL 60521

RAINA, S & M KAUL  
6575 ELM ST  
BURR RIDGE, IL 60527

HAARLOW, JOHN & ELEANOR  
904 KENMARE DR  
BURR RIDGE, IL 60527

BARAKAT, DEM A  
6505 S ELM ST  
BURR RIDGE, IL 60527

DAHODWALA, RASHIDA  
6722 FIELDSTONE DR  
BURR RIDGE, IL 60521

DEFINO, JOHN Q & ANN  
6451 GARFIELD RIDGE  
WILLOWBROOK, IL 60514

JENSEN, ROBERT  
201 ELM CT  
BURR RIDGE, IL 60527

WALSH HIGGINS & CO  
101 E ERIE ST APT. 800  
CHICAGO, IL 60611

HOEKSTRA, SHARON R  
1002 KENMARE DR  
BURR RIDGE, IL 60527

INTIME RESERVES LTD  
8S350 PALOMINO DR  
NAPERVILLE, IL 60561

ALEX, GEORGE  
204 KENMARE DR  
BURR RIDGE, IL 60521

DOSHI, MILAN  
6423 GARFIELD RIDGE  
BURR RIDGE, IL 60527

NALLUSWAMI, MARAN & P  
285 DARTMOUTH CT  
BURR RIDGE, IL 60527

RANTE, JOHN H  
6500 S ELM ST  
BURR RIDGE, IL 60527

MUSCARELLO, VINCENT & M J  
6311 S ELM ST  
BURR RIDGE, IL 60521

WOODS, KEVIN  
101 KENMARE DR  
BURR RIDGE, IL 60527

O DONNELL, LISA E  
6315 S ELM ST  
BURR RIDGE, IL 60527



Z-06-2024: Request to consider text amendments to Section X.E, X.F, & XIV of the Burr Ridge Zoning Ordinance to clarify and define the “warehouse” and “warehousing” uses in the L-I and G-I districts.

**Prepared for:** Village of Burr Ridge Plan Commission/Zoning Board of Appeals  
Greg Trzupek, Chairman

**Petitioner:** Village of Burr Ridge

**Prepared by:** Ella Stern, Planner

**Dates of Hearings:** May 6, May 20, & June 17, 2024

On April 8, 2024, the Board of Trustees directed the Plan Commission to hold a public hearing on potential Zoning Ordinance text amendments to clarify and define the “warehouse” and “warehousing” uses in the Light Industrial (L-I) and General Industrial (G-I) districts.

At the May 20th Plan Commission meeting, the Commission discussed analyzing all permitted and special uses in the L-I and G-I Districts. At the May 20<sup>th</sup> Plan Commission meeting, the Plan Commission requested the Board of Trustees direct the Plan Commission to hold a public hearing regarding the permitted uses and special uses in the G-I and L-I districts. On June 10<sup>th</sup>, the Board of Trustees directed the Plan Commission to hold a public hearing on potential Zoning Ordinance text amendments to review the entirety of Section X: Manufacturing Districts and Section XIV: Rules and Definitions, specify any presently listed use as either permitted, special, or prohibited, as appropriate, and identify and classify uses not currently listed in Section X or Section XIV as permitted, special, or prohibited, and define them. This text amendment (Z-08-2024) will be on the July 15<sup>th</sup> Plan Commission Agenda. The Plan Commission may wish to withdraw case Z-06-2023 and incorporate it into the new text amendment (Z-08-2024).

Sections X.E and X.F of the Zoning Ordinance detail the regulations regarding warehousing in the L-I and L-I districts. In the L-I and L-I districts, "manufacturing, fabricating, processing, assembly, testing, storing, repairing, warehousing, shipping, and servicing uses" are permitted. However, In the L-I district, only the uses listed above are permitted, and no additional uses that are permitted or special uses in the L-I district are allowed. In the L-I district, "warehouses" are listed as a separate permitted use, in addition to "manufacturing, fabricating, processing, assembly, testing, storing, repairing, warehousing, shipping, and servicing uses."

Typically, the L-I district has a mix of office, manufacturing, and warehouse functions as part of a single business' operations. In the L-I district, a warehouse is identified as a large building dedicated to dead storage without ancillary manufacturing operations.

**Current Regulations:**

Sections X.E and X.F of the Burr Ridge Zoning Ordinance regulate warehousing in L-I and G-I districts as detailed below, with the specific passage highlighted yellow.

**E. LI LIGHT INDUSTRIAL DISTRICT**

The LI Light Industrial District is established to accommodate limited industrial and allied activities that are located on relatively large sites of three acres or more.

**1. Permitted Uses:**

- a. Offices; business, professional, governmental, or institutional.
- b. Film production and recording studios.
- c. Radio and television broadcasting studios.
- d. Research and Testing laboratories.
- e. Schools; commercial or trade schools which are conducted entirely within enclosed buildings.
- f. Manufacturing, fabricating, processing, assembly, testing, storing, repairing, warehousing, shipping, and servicing uses, provided that no such use listed as a permitted or special use in the GI District will be permitted (except for permitted use F,1,a where it would be permitted hereunder).
- g. Accessory uses customarily incidental to principal uses including but not limited to off-street parking and off-street loading spaces, business signs, and dwelling units or lodging rooms for watchmen or other personnel engaged in occupational activities requiring residences on the premises.

**2. Special Uses:**

- a. Automobile Sales and Service (Amended by A-834-22-13).
- b. Heliports
- c. Import and export establishment; wholesale sales only
- d. Indoor Private Athletic Training and Practice Facility (Amended by A-834-29-13)
- e. Planned unit developments
- f. Public utility, transportation and governmental service uses
- g. Training centers, engineering, and sales
- h. Wholesaling establishments
- i. Sales and servicing of road paving equipment, provided all servicing or repair of equipment shall be done within completely enclosed buildings
- j. Retail banking facility located in an operations center of a bank
- k. Medical or dental clinics (but not including facilities devoted primarily to emergency medical services) (Amended by A-834-16-07)
- l. Retail uses accessory to either a permitted use or a special use in this district (Amended by A-834-16-07)
- m. Child care center.

**F. GI GENERAL INDUSTRIAL DISTRICT**

The GI General Industrial District is established to accommodate a broader range of limited industrial, business and allied activities.

**1. Permitted Uses:**

- a. Any establishment of which the principal use is manufacturing, fabricating, processing, assembling, disassembling, repairing, cleaning, servicing, testing, warehousing, shipping, and storing of material, products, and goods.
  - b. Data processing service centers.
  - c. Film production and recording studios.
  - d. Greenhouses, including retail and wholesale sales.
  - e. Team Athletic Training and Practice Facilities, occupying less than 5,000 square feet of floor area, located in a permanent building with no outdoor facilities, and not including any retail, health or fitness facilities, or other activities that may be made available to the public. (Added by PC-10-2003; Amended by Ordinance A-834-06-16)
  - f. Newspaper printing offices.
  - g. Offices; business, professional, governmental, or institutional.
  - h. Pilot plants for experimentation and development of new and existing processes and products.
  - i. Printing and publishing establishments.
  - j. Radio and television production studios.
  - k. Research laboratories for conducting experiments in scientific fields.
  - l. Schools, commercial or trade.
  - m. Training center, engineering, or sales.
  - n. Warehouses.
  - o. Wholesale establishments.
  - p. Accessory uses customarily incidental to principal uses including but not limited to off-street parking and off-street loading spaces, business signs, and dwelling units or lodging rooms for watchmen or other personnel engaged in occupational activities requiring residences on the premises.
2. **Special Uses:**
- a. Automobile and truck and equipment sales, rental, and service. (Amended by Ordinance A-834-9-01)
  - b. Building material sales and storage (dimension lumber, millwork, cabinets, and other building materials(s) -- including milling, planning, jointing, or manufacturing of millwork.
  - c. Contractor's office and shops.
  - d. Dwelling units for watchmen and operating personnel and their families when the nature of operations require such personnel to reside on the premises where they are employed.
  - e. Health and Wellness Clinics, including health and exercise facilities by appointment only. (Added by Ordinance A-834-27-04; Amended by Ordinance A-834-06-16)
  - f. Team Athletic Training and Practice Facilities, occupying 5,000 square feet or more of floor area, located in a permanent building with no outdoor facilities, and not including any retail, health or fitness facilities, or other activities that may be made available to the public (Added by Ordinance No. A-834-04-05; Amended by Ordinance A-834-06-16)
  - g. Kennel
  - h. Martial arts training schools. (Added by Ordinance A-834-01-04)
  - i. Medical Cannabis Dispensing Facility, licensed by the State of Illinois as per the State of Illinois Compassionate Use of Medical Cannabis Pilot Program Act. (Added by Ordinance A-834-37-13)

- j. Medical or dental clinics but not including facilities devoted primarily to emergency medical services. (Added by Ordinance A-834-28-11)
- k. Outside storage; provided that storage is located to the rear of the principal building, is screened on all sides, does not exceed the height of the screening, and is not visible from any adjacent streets or residential areas.
- l. Parking lots and storage garages.
- m. Planned unit developments; provided that no use shall be permitted in such planned unit developments that is not a permitted or special use in this or any other Manufacturing District set forth in this Ordinance.
- n. Public utility, governmental service and similar uses as follows:
  - 1. Bus transit facilities, including shelters, passenger stations, parking areas, and service buildings.
  - 2. Electric distribution centers and substations.
  - 3. Compressor stations, well head stations, well separator, and other similar above-the-ground facilities customarily used for the distribution of natural gas as a part of the operations of a natural gas company or non-exempt operations of a public utility company.
  - 4. Gas regulator stations.
  - 5. Public utility and governmental service establishments, other -- including offices, storing, testing, repairing, and servicing.
  - 6. Railroad rights-of-way and passenger stations.
  - 7. Telephone exchanges and service buildings.
  - 8. Water-filtration plants, pumping stations, reservoirs, wells, and sewage-treatment plants and lift stations -- public or community.
- o. Retail uses accessory to either a permitted use or a special use in this district.
- p. Self-service storage facilities as defined by the Illinois Self-Service Storage Facility Act, including watchmen quarters, provided such facilities are on a Frontage Road adjacent to a state highway; that such facilities are of such construction materials and architectural design that their appearance is similar to office buildings; and provided the facilities are landscaped to project an office image.
- q. Sexually Oriented Business as defined in Section XIV, B, of this Ordinance shall be subject to the following restrictions:
  - 1. No person shall cause or permit the establishment of any sexually oriented business within 1,000 feet of another such business or within 1,000 feet of any religious institution, school, boys' club, girls' club, or similar existing youth organization, or public park or public building, or within 1,000 feet of any property zoned for residential use or used for residential purposes. Such sexually oriented business uses are classified as follows:
    - 1. adult arcade;
    - 2. adult bookstore, adult novelty store or adult video store;
    - 3. adult cabaret;
    - 4. adult motel;
    - 5. adult motion picture theater;
    - 6. adult theater;
    - 7. massage parlor;
    - 8. sexual encounter establishment;
    - 9. escort agency; or
    - 10. nude or semi-nude model studio.



2. This Ordinance shall be read consistently with all Sections of the Village of Burr Ridge Liquor Ordinance, Section 25.28, which prohibit adult entertainment where alcoholic beverages are served.
3. The distance between any two sexually oriented businesses shall be measured in a straight line, without regard to intervening structures, from the closest property line of each business property. The distance between any sexually oriented business and any religious institution, public or private elementary or secondary school, boys' club, girls' club, or similar existing youth organization, or public park or public building or any properties zoned for residential use or used for residential purposes shall also be measured in a straight line, without regard to intervening structures or objects from the property line of the property where the sexually oriented business is conducted, to the nearest property line of the premises of a religious institution, public or private elementary or secondary school, boys' club, girls' club, or similar existing youth organization, or public park or public building or any properties zoned for residential use or used for residential purposes. (Added by Ordinance A-834-3-97)
- r. Schools, workshops, training centers for developmentally disabled persons. (Added in August 2002)
- s. Banks and financial institutions (Added August 22, 2005)
- t. Driving through facilities accessory to any permitted or special use. (Added August 22, 2005)
- u. School or training course for dog trainers. (Added in September 12, 2005)
- v. Accessory building on a lot with an existing principal building
- w. Outdoor, overnight storage of retail vehicles ancillary to a permitted or special use.

Section XIV of the Zoning Ordinance regulates the Rules and Definitions. There is no definition of "warehousing" or a "warehouse" in the Zoning Ordinance, and differences between these two uses have been subject to staff interpretation.

### Neighboring Municipality Research

Staff surveyed surrounding municipalities and found the following information regarding warehouse and warehousing uses and definitions in their respective Zoning Ordinances.

Municipality	Regulation
Darien	<b>5A-9-3: OR&amp;I OFFICE, RESEARCH AND LIGHT INDUSTRY DISTRICT:</b> <b>5A-9-3-3: PERMITTED USES:</b> (H) Light industrial activities, including, but not limited to, electronic and scientific precision instruments manufacture, cloth products manufacture, light machinery production and assembly, printing, and publishing. (I) Warehouses, wholesale, and storage facilities, but excluding motor freight terminals.  <b>5A-9-4: I-1 GENERAL INDUSTRIAL DISTRICT:</b> <b>5A-9-4-3: PERMITTED USES:</b> Warehousing, storage (including ministorage) and distribution facilities. General manufacturing and wholesaling. Glass products production and sales. Heavy machinery production.

	<p>Light machinery production.</p> <p><b>5A-13-1: DEFINITIONS:</b>  <b>WHOLESALE:</b> A business which primarily sells in quantity or bulk to a person or entity for resale.</p> <p><i>(found no definition for “warehouse” or “warehousing” in the Zoning Ordinance)</i></p>
Hinsdale	<p>The Village of Hinsdale does not regulate Industrial districts in the Zoning Ordinance, but there are currently a few semi-industrial uses in the Village's Office districts.</p> <p><b>12-206: Definitions:</b>  <b>Wholesale Trade:</b> A business engaged in the sale of commodities in quantity, usually for resale or business use chiefly to retailers, other businesses, industries, and institutions rather than to the ultimate consumer.</p> <p><i>(found no definition for “warehouse” or “warehousing” in the Zoning Ordinance)</i></p>
Indian Head Park	<p><b>DIVISION 14. B-3 SERVICE BUSINESS DISTRICT</b>  <b>Sec. 42-572. Special uses.</b>  (4) Wholesale establishments with storage of merchandise;</p> <p><b>DIVISION 15. B-4 SERVICE DISTRICT</b>  <b>42-604. Special uses.</b>  Special uses as allowed in a B-1, B-2 and B-3 district</p> <p><b>DIVISION 16. B-5 BUSINESS DISTRICT</b>  <b>Sec. 42-640. Prohibited uses.</b>  (5) Wholesale uses</p> <p><b>DIVISION 17. B-6 BUSINESS DISTRICT</b>  <b>Sec. 42-638. Permitted uses.</b>  (2) Warehousing uses. Warehousing uses shall be listed only to warehouse facilities ancillary to the permitted uses listed above and not as independent or separate uses.</p> <p><b>Sec. 42-668. Site and structure provisions.</b>  (11) Office/warehouse ratio.  a. Structures with areas up to 3,000 square feet individual units of office/warehouse structures having areas of 3,000 square feet or less shall have at least 15 percent of their area allocated for office use;  b. Structures with areas greater than 3,000 square feet. Individual units of office/warehouse Structures having areas greater than 3,000 square feet shall have at least ten percent or 450 square feet of their area, whichever is greater, allocated for office use;  c. Bulk regulations. On any parcel of land which is zoned for B-6 use and upon which one or more office/warehouse structures are to be erected, at least 60 percent of the sum total of the gross floor area of the structure that can be erected upon the buildable area of said parcel of land shall be allocated for use as office space. In the event there is more than one structure to be erected on the parcel under consideration, the foregoing percentage shall be applied to the total buildable area § 42-668 INDIAN HEAD PARK CODE CD42:102 in the entire parcel and not to</p>

	<p>each individual structure. However, to ensure ultimate compliance with the bulk regulations set forth herein, the developer of any parcel which may contain more than one structure shall, prior to the issuance of the building permit for the first structure, submit a conceptual plan indicating the allocation of office space for the structures intended to be built on the parcel, which plan shall be amendable by the developer at any time up to and including issuance of building permits for structures comprising buildable areas not to exceed 40 percent of the gross floor area to be constructed on the parcel.</p> <p><i>(found no definition for “warehouse” or “warehousing” in the Zoning Ordinance)</i></p>
Oakbrook Terrace	<p><b>§ 156.088 B-4 BUSINESS PARK.</b> (B) Permitted uses. The following uses are permitted: (15) Warehousing and distribution facilities within enclosed buildings; provided that at least 5% of the gross floor area is comprised of office space.</p> <p><b>156.087 B-3 GENERAL RETAIL.</b> (C) Special uses. The following uses may be allowed by special use in accordance with the provisions § 156.024: (38) Storage garages, overnight or more permanent, but not including auto wrecking yards, truck terminals, or motor-freight parking areas, but only on Roosevelt Road (IL-38) and IL-83. (41) Warehouse/distribution centers.</p> <p><i>(found no definition for “warehouse” or “warehousing” in the Zoning Ordinance)</i></p>
Oakbrook	<p><b>13-10: OFFICE-RESEARCH-ASSEMBLY DISTRICT</b> <b>13-10-1: PROHIBITED USES:</b></p> <ul style="list-style-type: none"> <li>- Industrial: No lot shall be used, and no structure shall be erected, altered or remodeled for any of the following uses: abattoirs; arsenals; crematories; creosote treatment or manufacture; fat rendering; fertilizer manufacture; fireworks manufacture or storage; dumping or reduction of garbage, dead animals, offal, or refuse; ore reduction; petroleum processing or refining; pyroxylin manufacture; gutta percha manufacture or treatment; saltworks; sauerkraut manufacture; smelters; stockyard or slaughter of or experimentation with animals or fowl; tallow, grease, or lard manufacture or treatment; tanning, curing, or storage of rawhides or skins; tar distillation or manufacture; cement, concrete, or asphaltic concrete, mortar or plaster batch mixing plants; or junkyard or other uses having operations that are deemed by the board of trustees to be incompatible with the intended environmental character of the ORA office-research-assembly district, except clinical testing of animals of the rodent family or domesticated fowl is permitted if conducted within a separate room or rooms not to exceed two thousand (2,000) square feet of gross floor area which is part of a building used for research.</li> </ul> <p><b>13-10-2: USES ENCLOSED:</b></p> <ul style="list-style-type: none"> <li>- All business, service, research, merchandise display and manufacturing activities and operations shall be conducted wholly within completely enclosed buildings except off street parking, off street loading, outdoor dining areas adjacent to restaurants and open sales lots and drive-in facilities in districts where they are permitted</li> </ul> <p><b>ORA1 OFFICE_RESEARCH-ASSEMBLY DISTRICT</b> <b>13-10A-1: PERMITTED USES:</b></p>

	<ul style="list-style-type: none"> <li>- Accessory uses and structures, including storage and service areas within the structures, garages for delivery trucks, central heating and air conditioning plants, and storage areas, yards, shops, and similar facilities that are used solely for operating, servicing, or maintaining the activities and improvements within the lot on which the accessory use is located. Accessory uses and structures shall also include dwellings occupied by watchmen, janitors, maintenance, and similar employees engaged upon the premises; but no dwellings shall be erected for any other purposes.</li> <li>- Any establishment, the principal use of which is manufacturing, fabricating, processing, assembly, repairing, storing, cleaning, servicing, or testing of materials, goods, or products, provided that operations conform with performance standards and other requirements of this title.</li> </ul> <p><b>ORA2 OFFICE_RESEARCH-ASSEMBLY DISTRICT</b>  <b>13-10B-1: PERMITTED USES:</b></p> <ul style="list-style-type: none"> <li>- Accessory uses and structures, including storage and service areas within the structures, garages for delivery trucks, off street parking, central heating and air conditioning plants, and storage areas, yards, shops, and similar facilities that are used solely for operating, servicing, or maintaining the activities and improvements within the district. Accessory structures and uses shall also include dwellings occupied by watchmen, janitors, maintenance and similar employees engaged upon the premises; but no dwelling shall be erected for any other purpose.</li> </ul> <p><b>13-2-2: DEFINITIONS:</b>  MANUFACTURING ESTABLISHMENT: A lot and structure, the principal use of which is manufacturing, fabricating, processing, assembling, repairing, storing, cleaning, servicing, or testing of materials, goods, or products.</p> <p><i>(found no definition for “warehouse” or “warehousing” in the Zoning Ordinance)</i></p>
Willowbrook	<p><b>9-3-5: PERMITTED, SPECIAL, AND TEMPORARY USES:</b>  <b>M-1 LIGHT MANUFACTURING DISTRICT</b>  Artisan Manufacturing  Light Manufacturing, Assembly, Fabrication  Warehouse, Distribution/Storage</p> <p><b>9-4: USE-SPECIFIC STANDARDS</b>  <b>9-4-09: INDUSTRIAL USES:</b>  (A) Artisan Manufacturing:</p> <ol style="list-style-type: none"> <li>1. Gross floor area shall not exceed five thousand (5,000) square feet.</li> <li>2. Outdoor storage shall be prohibited.</li> <li>3. Outdoor operations or activities may be approved with a Temporary Use Permit.</li> <li>4. Artisan manufacturing shall not create or cause any perceptible noise, odor, smoke, electrical interference, or vibrations that constitute a public or private nuisance to neighboring properties.</li> <li>5. Retail sales of goods manufactured on-site shall be required and shall comprise a minimum of ten percent (10%) of the total area of the building. Retail sales areas shall be located on the ground floor and shall be directly adjacent to storefront windows.</li> <li>6. Manufacturing areas are encouraged to be visible from retail areas.</li> </ol>

	<p>7. A maximum of one (1) residential unit shall be permitted within the same unit/leasable area as the artisan manufacturing use but shall be limited to twenty-five percent (25%) of the total area of the building.</p> <p>(B) Building Material, Machinery, And Equipment Rental, Sales, And Service:</p> <p>1. A Type B transition area, as detailed in Section <u>9-5-02(H)(3)</u>, shall be required along lot lines adjacent to any parcel in a nonresidential district.</p> <p>2. A Type D transition area, as detailed in Section <u>9-5-02(H)(3)</u>, shall be required along lot lines adjacent to any parcel in a residential I Institutional Zoning District.</p> <p>3. Metal and/or vinyl siding is prohibited. Exterior building cladding materials shall be brick, stone, or decorative masonry only.</p> <p>3. Outdoor storage and/or activity is prohibited. (Ord. 23-0-05, 1-23-2023)</p> <p><b>9-11-21: “W” DEFINITIONS:</b> WAREHOUSE, DISTRIBUTION/STORAGE: Structures, or part thereof, or area used principally for the storage or distribution of goods and merchandise to retailers, nonresidential users, or to other wholesalers. The term "warehouse/distribution" shall not include truck terminals/repair or light manufacturing, as defined herein.</p> <p><b>9-11-11: “L” DEFINITIONS:</b> LIGHT MANUFACTURING, ASSEMBLY, FABRICATION: Industrial facilities at which all operations (with the exception of loading operations): Are conducted entirely within an enclosed building; not potentially associated with nuisances such as odor, noise, heat, vibration, and radiation which are detectable at the property line; and do not pose a significant safety hazard (such as danger of explosion).</p>
Willow Springs	<p><b>CHAPTER 7A L-1 LIGHT INDUSTRIAL DISTRICT</b> <b>9A-7A-3: PERMITTED USES</b> Warehouses and storage facilities. Wholesale establishments.</p> <p><b>CHAPTER 7B HEAVY INDUSTRIAL DISTRICT</b> <b>9A-7B-3: PERMITTED USES</b> Any use permitted in the L-I Light Industrial District Self-Storage Facilities Warehouses <b>9A-7B-4: SPECIAL USES</b> Any special uses as authorized as a special use in the L-1 Light Industrial District. (Ord. 2019-O-34)</p> <p><b>9A-1-1: DEFINITIONS</b> MANUFACTURING or INDUSTRY: Any use in which the major activity is the treatment, processing, rebuilding, repairing or wholesale storage of material, products or items and where the finished product is not acquired by the ultimate user on the premises, as distinguished from a rental use where the treatment, processing, repairing or storage is secondary to the sale, exchange or repairing of materials or products on the premises.</p> <p><i>(found no definition for “warehouse” or “warehousing” in the Zoning Ordinance)</i></p>
DuPage County	<p><b>37-1001: - I-1 LIGHT INDUSTRIAL DISTRICT.</b> <b>37-1001.1: - PERMITTED USES.</b></p>



	<p>Any manufacturing, fabricating, processing, packing and storage uses, provided such uses conform with the requirements set forth in Part 1 of this article, and with the performance standards in <u>Section 37-1003</u> of this article.</p> <p>Warehousing, storage, and distribution facilities not including motor freight terminals.</p> <p><b>37-1001.2: - CONDITIONAL USES.</b></p> <p>Wholesale establishments.</p> <p><b>37-1002: - I-2 GENERAL INDUSTRIAL DISTRICT.</b></p> <p><b>37-1002.1: - PERMITTED USES.</b></p> <p>Any manufacturing, fabricating, processing, packaging and storage uses, provided such uses conform with the requirements set forth in Part 1 of this article, and with the performance standards in <u>Section 37-1003</u> of this article.</p> <p>Light machinery production.</p> <p>Warehousing, storage and distribution facilities, not including a motor freight terminal, need not be enclosed.</p> <p><b>37-302: - DEFINITIONS.</b></p> <p><b>Warehouse:</b> A building or structure or part thereof, used principally for the storage of goods and merchandise.</p>
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In many of the neighboring municipalities, including the Village of Burr Ridge, "warehouse" and "warehousing" regulations and definitions or lack of in the Zoning Ordinance can be subject to interpretation. Warehousing can involve storage, distribution, and logistics activities, but the scale and nature of these operations can vary widely. Managing and regulating warehouses within particular zoning districts may become difficult as a result of these complexities.

### **Proposed Language**

At the May 6<sup>th</sup> meeting, the Commission directed staff to prepare draft language based upon the discussion; this included incorporating the existing definition of "manufacturing establishment" and limiting the warehousing as ancillary in the L-I District. At the May 20th meeting, the Commission directed staff to revise the draft language, examine truck traffic and truck docks to define warehousing, consider warehouses as a special use in the General Industrial District, and assess High Grove.

Draft language has been provided as follows and some notes about the language are below:

- For reference, the Zoning Ordinance definition of Manufacturing Establishment is "an establishment, the principal use of which is manufacturing, fabricating, processing, assembly, repairing, storing, cleaning, servicing, or testing of materials, goods or products." In the L-I permitted use '1.f,' warehousing and shipping are the only two uses missing from that definition.
- In the R-A/Research Assembly District, the following is a permitted use, "offices; business, professional, governmental or institutional; such offices used primarily for these purposes may also include accessory fabricating, processing, assembly, testing, storing, repairing, or servicing operations providing that all of such accessory operations used in conjunction with office and administrative businesses shall not occupy more than 30 percent of the total floor area developed on the lot." If warehousing or storing is permitted as an accessory use to the manufacturing operations in L-I, the percentage could likely be 31-49% to be greater than the lesser intense R-A but still less than half of the floor area. For example, an office in R-A must be 70% and their processing/storage/etc. operations 30%. In L-I, the

manufacturing/processing/etc. operations could be 69-51% and their warehousing/storage 31-49%.

- The Zoning Ordinance definition of Motor Freight Terminal is “a building, structure, or area in which freight brought by motor truck or railroad is received, assembled, sorted, stored and/or rerouted for local intra-state or inter-state shipment by motor truck.”
- The Plan Commission may wish to address a distribution facility as a separate use or include it within the motor freight terminal or warehouse definitions/uses. A distribution facility may potentially be defined as “where goods and/or merchandise is distributed to retailers, wholesalers, and nonresidential or residential users.”
- The Plan Commission may wish to address and amend truck dock/loading berth regulations outlined in Section XI.D.7. Staff recommend cross-referencing the requirement for truck docks in Section X.B.7 of the Burr Ridge Zoning Ordinance to ensure the regulations apply to all uses within the manufacturing zoning district. Currently, in Zoning Ordinance Section XI.D.7, there is a minimum requirement for the number of truck loading berths based on specific ranges of square footage, but there is no maximum limit on the number of berths allowed. The upcoming text amendment (Z-08-2024) could include this potential amendment.
- The Plan Commission may wish to add a traffic study requirement to Section X.B.7 of the Burr Ridge Zoning Ordinance, ensuring it applies to all uses in the Manufacturing District. The Plan Commission may wish to add regulations necessitating a traffic impact study if requested by the Village for any proposed development or use. The upcoming text amendment (Z-08-2024) could include this potential amendment.
- High Grove is part of a Planned Unit Development. The development permits any amount or percentage of warehousing space, as a primary or secondary use, in any building or business within the business park area. Given the extent of the Planned Unit Development and how it departs from the standard L-I regulations, Staff did not believe that an assessment of each facility’s use, floor area dedicated to such uses, and truck traffic/parking/loading docks would be beneficial at this juncture.

## **SECTION X**

### **E. LI LIGHT INDUSTRIAL DISTRICT**

The LI Light Industrial District is established to accommodate limited industrial and allied activities that are located on relatively large sites of three acres or more.

#### **1. Permitted Uses:**

- a. Offices; business, professional, governmental, or institutional.
- b. Film production and recording studios.
- c. Radio and television broadcasting studios.
- d. Research and Testing laboratories.
- e. Schools; commercial or trade schools which are conducted entirely within enclosed buildings.
- f. **Manufacturing establishment with storing, warehousing, and shipping as ancillary to the principal use. Warehousing and storing used in conjunction with the principal use shall not occupy more than 40% percent of the gross floor area developed on the lot. Manufacturing, fabricating, processing, assembly, testing, storing, repairing, warehousing, shipping and servicing uses, provided that no such use listed as a permitted or special use in the GI District will be permitted (except for permitted use F,1,a where it would be permitted hereunder).**

- g. Accessory uses customarily incidental to principal uses including but not limited to off-street parking and off-street loading spaces, business signs, and dwelling units or lodging rooms for watchmen or other personnel engaged in occupational activities requiring residences on the premises.
- 2. **Special Uses:**
  - a. Automobile Sales and Service (Amended by A-834-22-13).
  - b. Heliports
  - c. Import and export establishment; wholesale sales only
  - d. Indoor Private Athletic Training and Practice Facility (Amended by A-834-29-13)
  - e. Planned unit developments
  - f. Public utility, transportation and governmental service uses
  - g. Training centers, engineering, and sales
  - h. Wholesaling establishments
  - i. Sales and servicing of road paving equipment, provided all servicing or repair of equipment shall be done within completely enclosed buildings
  - j. Retail banking facility located in an operations center of a bank
  - k. Medical or dental clinics (but not including facilities devoted primarily to emergency medical services) (Amended by A-834-16-07)
  - l. Retail uses accessory to either a permitted use or a special use in this district (Amended by A-834-16-07)
  - m. Child care center.

## **F. GI GENERAL INDUSTRIAL DISTRICT**

The GI General Industrial District is established to accommodate a broader range of limited industrial, business and allied activities.

### **4. Permitted Uses:**

- n. *Warehouses.*

### **5. Special Uses:**

- kk. Warehouses*

## **SECTION XIV RULES AND DEFINITIONS**

**WAREHOUSE(S):** A building or structure used principally for the storage of goods, merchandise, materials, products, or items. Shall not include a motor freight terminal or manufacturing establishment, as defined herein.

### **Public Comment**

Five public comments were received and are included as an attachment.

### **Findings of Fact**

The findings of fact for a text amendment are limited to assessing whether the amendment is compatible with other standards of the Zoning Ordinance and if the amendments fulfill the purpose and intent of the Zoning Ordinance.

**Attachments**

- Exhibit A – Petitioner’s Materials and Findings of Fact
- Exhibit B – Current Zoning Ordinance regulations
- Exhibit C – Public Comments



# VILLAGE OF BURR RIDGE

## PETITION FOR PUBLIC HEARING PLAN COMMISSION/ZONING BOARD OF APPEALS

### GENERAL INFORMATION (to be completed by Petitioner)

PETITIONER (All correspondence will be directed to the Petitioner): Ella Stern, Planner, Village of Burr Ridge

STATUS OF PETITIONER: Village of Burr Ridge

PETITIONER'S ADDRESS: 7600 S. County Line Road, IL 60527

ADDRESS OF SUBJECT PROPERTY: N/A

PHONE: (630)-654-8181 x 6260

EMAIL: estern@burr-ridge.gov

PROPERTY OWNER: N/A

PROPERTY OWNER'S ADDRESS: N/A PHONE: N/A

PUBLIC HEARING REQUESTED: ☐ Special Use ☐ Rezoning ☒ Text Amendment ☐ Variation(s)

#### DESCRIPTION OF REQUEST:

Request to hearing to consider text amendments to Section X.E, X.F, & XIV of the Burr Ridge Zoning Ordinance to clarify and define the "warehouse" and "warehousing" uses in the L-I and G-I districts

### PROPERTY INFORMATION (to be completed by Village staff)

PROPERTY ACREAGE/SQ FOOTAGE: N/A EXISTING ZONING: N/A

EXISTING USE/IMPROVEMENTS: N/A

SUBDIVISION: N/A

PIN(S) # N/A

The above information and the attached Plat of Survey are true and accurate to the best of my knowledge. I understand the information contained in this petition will be used in preparation of a legal notice for public hearing. I acknowledge that I will be held responsible for any costs made necessary by an error in this petition.

*Ella Stern*

*SLOTH*

*4/11/24*

Petitioner's Signature

Date of Filing





**FINDINGS OF FACT  
FOR AN AMENDMENT TO THE  
VILLAGE OF BURR RIDGE ZONING ORDINANCE**

Section XIII.J of the Village of Burr Ridge Zoning Ordinance requires that the Plan Commission determine compliance with the following findings in order to recommend a text amendment to the Zoning Ordinance. The petitioner must respond to and confirm each of the following findings by indicating the facts supporting such findings.

- a. The amendment is compatible with other standards and uses of the Zoning Ordinance;

Section X.E and X.F of the Zoning detail the regulations regarding warehousing in the L-I and G-I districts. In the Zoning Ordinance, both the L-I and G-I districts state, "manufacturing, fabricating, processing, assembly, testing, storing, repairing, warehousing, shipping, and servicing uses" are permitted. However, in the L-I district, no other use that is permitted or a special use in the G-I district is allowed. In the G-I district, "warehouses" are listed as a separate permitted use. There is no definition of "warehousing" or a "warehouse" in the Zoning Ordinance, and differences between these two uses have been subject to staff interpretation. Typically, the L-I district has a mix of office, manufacturing, and warehouse functions as part of a single business' operations. In the G-I district, a warehouse is characterized as a large building dedicated to dead storage without ancillary manufacturing operations.

- b. The amendment fulfills the purpose and intent of the Zoning Ordinance;

The Zoning Ordinance currently contains some regulations regarding warehousing. The proposed text amendment aims to clarify and define the warehouse/warehousing use within the Village of Burr Ridge, particularly in the Rules and Definitions, L-I and G-I districts, to ensure alignment with the community's zoning objectives and standards. Warehouses could be broadly applicable to both the L-I and G-I District within the Village of Burr Ridge and should be evaluated as a text amendment to the Zoning Ordinance.

(Please transcribe or attach additional pages as necessary)

## EXHIBIT B

In Section XIV Rules and Definitions, there is no definition for warehouse or warehousing.

[https://burrridge.municipalcodeonline.com/book?type=zoning#name=XIV\\_RULES\\_AND\\_DEFINITIONS](https://burrridge.municipalcodeonline.com/book?type=zoning#name=XIV_RULES_AND_DEFINITIONS)

Zoning Ordinance Language for Warehouse/Warehousing in the Light Industrial (L-I) and General Industrial (G-I) Districts – Section X.E & X.F.

[https://burrridge.municipalcodeonline.com/book?type=zoning#name=X\\_MANUFACTURING\\_DISTRICTS](https://burrridge.municipalcodeonline.com/book?type=zoning#name=X_MANUFACTURING_DISTRICTS)

### **E. LI LIGHT INDUSTRIAL DISTRICT**

The LI Light Industrial District is established to accommodate limited industrial and allied activities that are located on relatively large sites of three acres or more.

#### **1. Permitted Uses:**

1. Offices; business, professional, governmental or institutional.
2. Film production and recording studios.
3. Radio and television broadcasting studios.
4. Research and Testing laboratories.
5. Schools; commercial or trade schools which are conducted entirely within enclosed buildings.
6. **Manufacturing, fabricating, processing, assembly, testing, storing, repairing, warehousing, shipping and servicing uses, provided that no such use listed as a permitted or special use in the GI District will be permitted (except for permitted use F,1,a where it would be permitted hereunder).**
7. Accessory uses customarily incidental to principal uses including but not limited to off-street parking and off-street loading spaces, business signs, and dwelling units or lodging rooms for watchmen or other personnel engaged in occupational activities requiring residences on the premises.

#### **2. Special Uses:**

1. Automobile Sales and Service (Amended by A-834-22-13).
2. Heliports
3. Import and export establishment; wholesale sales only
4. Indoor Private Athletic Training and Practice Facility (Amended by A-834-29-13)
5. Planned unit developments
6. Public utility, transportation and governmental service uses
7. Training centers, engineering and sales
8. Wholesaling establishments
9. Sales and servicing of road paving equipment, provided all servicing or repair of equipment shall be done within completely enclosed buildings
10. Retail banking facility located in an operations center of a bank
11. Medical or dental clinics (but not including facilities devoted primarily to emergency medical services) (Amended by A-834-16-07)
12. Retail uses accessory to either a permitted use or a special use in this district (Amended by A-834-16-07)
13. Child care center.

## **F. GI GENERAL INDUSTRIAL DISTRICT**

The GI General Industrial District is established to accommodate a broader range of limited industrial, business and allied activities.

### **1. Permitted Uses:**

- 1. Any establishment of which the principal use is manufacturing, fabricating, processing, assembling, disassembling, repairing, cleaning, servicing, testing, warehousing, shipping and storing of material, products, and goods.**
2. Data processing service centers.
3. Film production and recording studios.
4. Greenhouses, including retail and wholesale sales.
5. Team Athletic Training and Practice Facilities, occupying less than 5,000 square feet of floor area, located in a permanent building with no outdoor facilities, and not including any retail, health or fitness facilities, or other activities that may be made available to the public. (Added by PC-10-2003; Amended by Ordinance A-834-06-16)
6. Newspaper printing offices.
7. Offices; business, professional, governmental or institutional.
8. Pilot plants for experimentation and development of new and existing processes and products.
9. Printing and publishing establishments.
10. Radio and television production studios.
11. Research laboratories for conducting experiments in scientific fields.
12. Schools, commercial or trade.
13. Training center, engineering or sales.
- 14. Warehouses.**
15. Wholesale establishments.
16. Accessory uses customarily incidental to principal uses including but not limited to off-street parking and off-street loading spaces, business signs, and dwelling units or lodging rooms for watchmen or other personnel engaged in occupational activities requiring residences on the premises.

### **2. Special Uses:**

1. Automobile and truck and equipment sales, rental and service. (Amended by Ordinance A-834-9-01)
2. Building material sales and storage (dimension lumber, millwork, cabinets and other building materials(s) -- including milling, planning, jointing or manufacturing of millwork.
3. Contractor's office and shops.
4. Dwelling units for watchmen and operating personnel and their families when the nature of operations require such personnel to reside on the premises where they are employed.
5. Health and Wellness Clinics, including health and exercise facilities by appointment only. (Added by Ordinance A-834-27-04; Amended by Ordinance A-834-06-16)
6. Team Athletic Training and Practice Facilities, occupying 5,000 square feet or more of floor area, located in a permanent building with no outdoor facilities, and not including any retail, health or fitness facilities, or other activities that may be made available to the public (Added by Ordinance No. A-834-04-05; Amended by Ordinance A-834-06-16)

7. Kennel
8. Martial arts training schools. (Added by Ordinance A-834-01-04)
9. Medical Cannabis Dispensing Facility, licensed by the State of Illinois as per the State of Illinois Compassionate Use of Medical Cannabis Pilot Program Act. (Added by Ordinance A-834-37-13)
10. Medical or dental clinics but not including facilities devoted primarily to emergency medical services. (Added by Ordinance A-834-28-11)
11. Outside storage; provided that storage is located to the rear of the principal building, is screened on all sides, does not exceed the height of the screening, and is not visible from any adjacent streets or residential areas.
12. Parking lots and storage garages.
13. Planned unit developments; provided that no use shall be permitted in such planned unit developments that is not a permitted or special use in this or any other Manufacturing District set forth in this Ordinance.
14. Public utility, governmental service and similar uses as follows:
  1. Bus transit facilities, including shelters, passenger stations, parking areas, and service buildings.
  2. Electric distribution centers and substations.
  3. Compressor stations, well head stations, well separator, and other similar above-the-ground facilities customarily used for the distribution of natural gas as a part of the operations of a natural gas company or non-exempt operations of a public utility company.
  4. Gas regulator stations.
  5. Public utility and governmental service establishments, other -- including offices, storing, testing, repairing and servicing.
  6. Railroad rights-of-way and passenger stations.
  7. Telephone exchanges and service buildings.
  8. Water-filtration plants, pumping stations, reservoirs, wells, and sewage-treatment plants and lift stations -- public or community.
15. Retail uses accessory to either a permitted use or a special use in this district.
16. Self-service storage facilities as defined by the Illinois Self-Service Storage Facility Act, including watchmen quarters, provided such facilities are on a Frontage Road adjacent to a state highway; that such facilities are of such construction materials and architectural design that their appearance is similar to office buildings; and provided the facilities are landscaped to project an office image.
17. Sexually Oriented Business as defined in Section XIV, B, of this Ordinance shall be subject to the following restrictions:
  1. No person shall cause or permit the establishment of any sexually oriented business within 1,000 feet of another such business or within 1,000 feet of any religious institution, school, boys' club, girls' club, or similar existing youth organization, or public park or public building, or within 1,000 feet of any property zoned for residential use or used for residential purposes. Such sexually oriented business uses are classified as follows:
    1. adult arcade;
    2. adult bookstore, adult novelty store or adult video store;
    3. adult cabaret;
    4. adult motel;
    5. adult motion picture theater;

6. adult theater;
  7. massage parlor;
  8. sexual encounter establishment;
  9. escort agency; or
  10. nude or semi-nude model studio.
2. This Ordinance shall be read consistently with all Sections of the Village of Burr Ridge Liquor Ordinance, Section 25.28, which prohibit adult entertainment where alcoholic beverages are served.
  3. The distance between any two sexually oriented businesses shall be measured in a straight line, without regard to intervening structures, from the closest property line of each business property. The distance between any sexually oriented business and any religious institution, public or private elementary or secondary school, boys' club, girls' club, or similar existing youth organization, or public park or public building or any properties zoned for residential use or used for residential purposes shall also be measured in a straight line, without regard to intervening structures or objects from the property line of the property where the sexually oriented business is conducted, to the nearest property line of the premises of a religious institution, public or private elementary or secondary school, boys' club, girls' club, or similar existing youth organization, or public park or public building or any properties zoned for residential use or used for residential purposes. (Added by Ordinance A-834-3-97)
18. Schools, workshops, training centers for developmentally disabled persons. (Added in August 2002)
  19. Banks and financial institutions (Added August 22, 2005)
  20. Driving through facilities accessory to any permitted or special use. (Added August 22, 2005)
  21. School or training course for dog trainers. (Added in September 12, 2005)
  22. Accessory building on a lot with an existing principal building
  23. Outdoor, overnight storage of retail vehicles ancillary to a permitted or special use.



Lisa M. Turano  
Gioia Solano  
Rocco Solano  
6916 Fieldstone Drive  
Burr Ridge, IL 60527  
630.640.1124  
[lisaturano@comcast.net](mailto:lisaturano@comcast.net)

April 30, 2024

Ms. Ella Stern  
Planner  
Village of Burr Ridge  
7660 County Line Road  
Burr Ridge, IL 60527

Re: CNH PROPOSAL/BRIDGE SUBMISSION

Dear Ms. Stern:

Please accept this correspondence as opposition to the proposed use submitted by Bridge Industrial for the development referred to as the "CNH Property" wherein said development would include "warehouses".

First, we are actively engaged with the efforts of Burr Ridge Allies in Development to attempt to work WITH the Village to identify a need and development for the proposed land that both fits and benefits the community. We AGAIN stress that the best approach to this would be to engage a land use professional or planner to direct the Village before zoning amendments, definitions or variances are allowed. Any considerations, even any clarifications, at this point are premature and do a disservice to the Village identity, the residents and the potential quality of living herein.

It is our understanding that the subject "CNH property" or the proposal includes, or may include, a mix of L-1 and G-1 districts with both districts allowing "manufacturing, fabricating, processing, assembly, testing, storing, repairing, warehousing, shipping and servicing uses". Furthermore, we understand that the Plan Commission is to determine the definition of warehouse and warehousing.

Accordingly, we would propose the following:

We seek that the definition of **warehouse** would be the use of temporary storage for an organization or company's OWN products or service equipment, i.e., the primary purpose of the warehouse being temporary storage of a company's own product wherein their business is the sale or provision of a product or service. In this case, a warehouse would be a minor or de minimis part of the overall "business" activities of the organization or company akin to a garage being an accessory to a home where the primary purpose is tenantable living, not car repair or storage.

We seek that the definition of **warehousing** be the business of storage for profit for one or several organizations or companies with the intent to engage in the business of logistics wherein said items held in storage would be off loaded into the warehouse for storage and onloaded onto trucks for further delivery and distribution into a network of other warehouses, retail establishments or direct to customer, etc. Warehousing would include motor freight terminals, logistics centers, fulfillment centers and facilities used for the parking or moving of trucks, among other uses.

I am attaching hereto a February 8, 2024 email exchanged with Village Mayor Gary Grasso wherein he commits to prohibition of an industrial zone within the CNH property that would include "motor freight terminals, logistics centers, fulfillment centers and facilities used for the parking or moving of trucks ..."

Thank you for considering the above mentioned concerns. We hope that in the absence of a current land use study that the Plan Commission will reflect upon the existing 1999 Village Comprehensive Plan which clearly establishes that the Village is intended to be "a high quality suburban community with low density neighborhoods characterized by distinctive homes in natural wooded settings. Our Village accommodates residents who seek a sense of privacy in a tranquil environment. We desire to enhance the Village's physical beauty, keeping Burr Ridge a very special place."

Very truly yours,

*Lisa M. Turano*, individually and as Founder/Board Member B.R.A.I.D

Lisa M. Turano

*Gioia Solano*

Gioia Solano

*Rocco Solano*

Rocco Solano

**From:** [Turano, Lisa](#)  
**To:** [Ella Stern](#)  
**Cc:** [Gary Grasso](#); [Janine Farrell](#)  
**Subject:** FW: FYI - Deerfield strengthening its Industrial zoning regulations  
**Date:** Tuesday, April 30, 2024 4:59:27 PM

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Please refer to the thread below and include it as part of my 4/30/24 correspondence regarding definition of warehousing v warehouse.

Lisa M. Turano  
630.640.1124

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**From:** Gary Grasso <ggrasso@burr-ridge.gov>  
**Sent:** Thursday, February 8, 2024 5:07 PM  
**To:** Turano, Lisa <lturano@turano.com>  
**Cc:** Tony Schiappa <tschiappa@burr-ridge.gov>; guyfranzese@aol.com; Janine Farrell <jfarrell@burr-ridge.gov>  
**Subject:** RE: FYI - Deerfield strengthening its Industrial zoning regulations

**CAUTION:THIS EMAIL ORIGINATED FROM OUTSIDE THE ORGANIZATION.  
DO NOT CLICK LINKS, OPEN ATTACHMENTS, OR RESPOND UNLESS YOU  
RECOGNIZE THE SENDER AND KNOW THE CONTENT IS SAFE.**

Lisa: appreciate your diligence on this subject. The article you forwarded (thank you) opens and stresses that the issue in Deerfield is: "...Amendments to the Deerfield industrial zoning code to prohibit motor freight terminals, logistics centers, fulfillment centers and facilities used for the parking or moving of trucks..."

Not only am I in agreement with that prohibition, I understand the Trustees are too – especially w our history with the now SAIA truck terminal we tried so hard to prevent when I was Mayor over 15 years ago. When it came to that DuPage based terminal, we repeatedly urged and tried to entice the unincorporated residents near SAIA to petition BR for annexation so SAIA could be surrounded by BR and then annexed to prevent it from going 24-7 (which DuPage Co allowed). We did not want a 24-7 truck terminal but could not convince the unincorporated resident to join BR in time. It went 24-7 and when we could annex it, we could not revert the days and hours of operation. We then did the best we could to limit the lighting and noise pollution issues.

While we still do not have a submission from Bridge, I will oppose a petition for motor freight terminals, logistics centers, fulfillment centers and or facilities used for the parking or moving of trucks on the CNH property. Business parks may have some day time truck traffic, if that is proposed, but we will draw the line against freight terminals and the like that Deerfield is understandably addressing./ GARY

**GARY GRASSO, MAYOR**  
BURR RIDGE, IL 60527  
630.654.8181 o  
312.498.3202 c

*This message, including attachments, is covered by the Electronic Communication Privacy Act, 18 U.S.C., sections 2510-2521, is CONFIDENTIAL and also may be protected by ATTORNEY/CLIENT PRIVILEGE. If you believe you received this e-mail in error, do not read it. If you are not the intended recipient, you are hereby notified that any retention, dissemination, distribution, or copying of this communication is strictly prohibited. If the reader of this message is not the intended recipient, I did not intend to waive and do not waive any privileges or confidentiality of this message or the attachments. Please reply to the sender that you have received the message in error, then delete it. Thank you for considering the environmental impact of printing emails.*

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**From:** Turano, Lisa <[lturano@turano.com](mailto:lturano@turano.com)>

**Sent:** Thursday, February 8, 2024 4:28 PM

**To:** Gary Grasso <[ggrasso@burr-ridge.gov](mailto:ggrasso@burr-ridge.gov)>

**Cc:** Tony Schiappa <[tschiappa@burr-ridge.gov](mailto:tschiappa@burr-ridge.gov)>; guyfranzese@aol.com; Janine Farrell <[jfarrell@burr-ridge.gov](mailto:jfarrell@burr-ridge.gov)>

**Subject:** FYI - Deerfield strengthening its Industrial zoning regulations

Mr. Mayor,

I want to point out that due to the Baxter/Bridge debacle this past summer in Deerfield, the city of Deerfield is about to enact zoning changes that would effectively prohibit large warehouse and distribution facilities and provide for stricter review of other industrial uses through the special use review process. Similarly, Lake County's Board is likely to take up a review of its regulations on this subject later this year.

This is a result of elected officials being responsive to organized, persistent constituents. Members of B.R.A.I.D continue to encourage Burr Ridge elected officials to be proactive in our concerns regarding future development within the Village, particularly as it pertains to the CNH property.

Today's Tribune article provide a decent overview of what Deerfield is about to enact.  
<https://www.chicagotribune.com/2024/02/08/deerfield-poised-to-prohibit-warehouse-and-distribution-facilities-its-important-to-set-that-expectation-so-they-can-choose-a-different-community/> I've attached a PDF of the same article.

Additionally, we have learned from a contact in Deerfield that the local State Senator Julie Morrison is working on a draft bill creating state guidelines on the topic of restrictions and review/approval criteria for large warehouse and distribution facilities. While specific details of her proposal are unknown, we know that she took a keen interest in what happened in Deerfield. She is in Springfield this week gathering support for her bill, meeting with the Illinois Municipal League and Northwest Municipal League to discuss proposed legislation.

Thank you for your continued interests in our concerns.

Lisa M. Turano  
for B.R.A.I.D.  
630.640.1124

**From:** [dhryan07@comcast.net](mailto:dhryan07@comcast.net)  
**To:** [Ella Stern](#)  
**Subject:** Comment for May 6 Plan Commission  
**Date:** Tuesday, April 30, 2024 9:13:19 AM

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Date: April 30, 2024

To: Ms. Stern and Plan Commissioners

From: Donna Ryan, President Chestnut Hills Assoc.

## **Consider Text Amendments to Section X.E and X.F and XIV of the Burr ridge Zoning Ordinance to clarify and define the “warehouse uses and “warehousing” uses in the L1 and G1 Districts**

L1 as we know it is a Low Impact Industrial District and can exist in harmony with residential, like High Grove! With that said there should be Limitations added to the Ordinance in consideration of the surrounding Districts: The following conditions and limitations that should apply, and are used by other municipalities:

1. A use which creates a nuisance because of the noise, smoke, odor, dust or gas is prohibited.
2. Points of access from a public street to properties in an L1 zone shall be so located as to minimize traffic congestion and avoid directing traffic into residential streets.
3. Building entrances or other openings adjacent to or across the street from a residential zone shall be prohibited if they cause glare, excessive noise or otherwise adversely affect land uses in the residential zone.

The above would support the X. Manufacturing Districts, Preamble....No deleterious effect on residential and business areas. And the BR Comprehensive Plan's Vision:

“Burr Ridge is a high quality suburban community with low density neighborhoods characterized by distinctive homes in natural wooded settings. Our Village accommodates residents who seek a sense of privacy in a tranquil environment. We desire to enhance the Village's physical beauty, keeping Burr Ridge a very special place.”

And as for G1, these types of businesses should be located on a major, arterial road away from residences. The Zoning Code: Purpose and Intent, captures reasons for the need for its Limitations, to promote:

1. Promoting and protecting the public health, safety, comfort, morals, convenience, and general welfare;
2. Securing adequate natural light, pure air, and safety from fire and other dangers; and
3. Enhancing aesthetic values generally throughout the Village of Burr Ridge.



**From:** [Mary C. Bradley](#)  
**To:** [Ella Stern](#)  
**Subject:** RE: Text Amendment to the Zoning Code re: definition of warehousing  
**Date:** Tuesday, April 30, 2024 5:09:32 PM

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While I do not have the exact text of the amendment to be considered, and I reserve the right to add to this in the public hearing, I feel it is very important that language be found that restricts any warehousing or industrial use in LI districts that involves extensive use of semi-trucks, especially as it relates to land that has previously been classified as R-A, or currently holds the R-A designation. Current R/A codes stipulate that accessory uses, including fabricating, processing, assembly, testing, storing, repairing or servicing operations shall not occupy more than 30 percent of the total floor area developed on the lot. Can this be preserved??

We need to protect the character established in the High Grove and other BR industrial areas where industrial is passive and hidden. Hiding 100-200 semi truck bays doesn't sound "light industrial" as we know it in Burr Ridge. Additionally we feel it mandatory to protect the residential peace and tranquility expected in Burr Ridge.

There are changing business models these days, and studies only indicate there will be increased freight and distribution needs in the future that require semi-truck traffic - which indeed will increase pollution in our village. We don't want that! We must find a way to stop and control.

In the High Grove area, for instance, there are 18 buildings, the largest building being a little over 100,000 sq feet. That building only has 3 bays (1 for semis). Most truck loading docks are hidden behind closed garage doors, and the traffic that this homeowner has seen from site visits is primarily big box trucks -- NOT SEMI trucks (admittedly not so scientific - but personal drive through and parking experience). Even on the weekends, trucks are hidden -- either not there or enclosed inside the buildings. We want to preserve that environment. Additionally, I was surprised at how many enjoy their walk through High Grove on the weekends or evenings.

Respectfully submitted, Mary Bracley, 121 Surrey Lane, Burr Ridge.

PS. These comments should also be considered to G-1 districts. We have enough semi trucks coming into Burr Ridge -- we do NOT need any more. We always can "grandfather" but we can limit for the future.

**From:** [Ingrid Tepler](#)  
**To:** [Ella Stern](#); [Janine Farrell](#)  
**Subject:** TEXT AMENDMENTS WAREHOUSE Definition  
**Date:** Tuesday, April 30, 2024 6:01:02 PM

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April 30, 2024

Attention to : Ms. Stern and Plan Commissioners

Text Amendments to Section X.E, X.F, and XIV of Burr Ridge Zoning Ordinance to clarify and define the “warehouse” and “warehousing” using in L-I and G-I. I would propose that the Plan Commission carefully consider in which direction this village board and its constituents wish to see Burr Ridge prosper. It is slowly going to become an industrial suburb full of semi trucks rather than a wooded tranquil suburb if this L-I use allows more truck bays. We should work towards preserving our wildlife and tranquility rather than destroying it by welcoming more warehousing. I understand WHY developers want to put industrial here BUT I also understand why families would want to live here and pay a premium, at that, to be close to i55. There is so much wildlife in those 100+ acres currently owned by CNH that no doubt will be destroyed with the creation of the Bridge Industrial Park. Warehousing is a truck mecca. I would say LIGHT Manufacturing, no place that STORES products SOLELY for OTHER Companies, entities, people etc., No distributors, third party logistics also known as 3PL . No business moving products for others.

--

**Ingrid Tepler**  
Cell (708) 602-1140

**From:** [Don Chappel](#)  
**To:** [Gary Grasso](#); [Evan Walter](#); [Janine Farrell](#)  
**Cc:** [lisaturano@comcast.net](mailto:lisaturano@comcast.net)  
**Subject:** "CNH:Bridge Objections & Recommendations"  
**Date:** Wednesday, May 15, 2024 2:39:09 PM

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Good afternoon.

Attached is a letter that summarizes our thoughts with respect to the subject property and development proposal. Our thoughts on the subject development are shared by many others in the community including most of those on the CNH ad-hoc committee and the BRAID group. I've copied Lisa Turano as a representative of the BRAID Group.

I'm also separately sending a relevant letter related to the rejected Bridge Industrial Project Proposal in Deerfield/Lake County. I think that the information in the Deerfield letter is informative and relevant to the Bridge Industrial Proposal. It defines a variety of warehouse types and the traffic impacts of each. I believe that this information is relevant to the discussion of warehouses and warehousing that is scheduled for the May 20 meeting of the Plan Commission.

Janie, please distribute my attached letter to the full Village Board, the Village Plan Commission and to the CNH ad-hoc committee. You could include it in the upcoming warehouse/warehousing agenda item or the public comment agenda item for each of the 3 governance bodies. Thank you.

Don Chappel  
630-240-2402

Open my shared document:



CNH:Bridge Objections &  
Recommendations  
Pages

Sent from my iPad

DON CHAPPEL  
ERIN CHAPPEL  
7901 S COUNTY LINE ROAD  
BURR RIDGE, IL 60527

Date: May 14, 2024

To: Mr. Evan Walter, Ms Janine Farrell, Village of Burr Ridge Mayor & Board Members,  
Village of Burr Ridge Plan Commission Members and Village of Burr Ridge CNH  
Committee Members

cc. Braid Group

Subject: CNH Property - Objections to Bridge Industrial's Development Plan and  
Suggestions for a Burr Ridge Strategic Land Use Development Study to Maximize Future  
Benefits to the Village Residents

We are writing to you to express our views with respect to the subject proposal.  
My wife, Erin and I own a home at 7901 S County Line Rd in Burr Ridge. We have  
owned the home since 1999. We believe that our views are consistent with the views of  
many other residents.

OBJECTIONS to the Bridge Industrial's Development Plan:

We strongly oppose Bridge Industrial's development plan for the CNH site as the  
massive industrial development is not compatible with Burr Ridge's community vision  
which states that "Burr Ridge is a high quality suburban community with low density  
neighborhoods characterized by distinctive homes in natural wooded settings." The  
proposed use will have a material adverse impact on the quality of life in Burr Ridge as  
well as an negative impact on residential property values in Burr Ridge.

Bridge Industrial's development plan is NOT consistent with the Burr Ridge  
comprehensive plan and current Research-Assembly ("R-A") zoning and the Village  
Board has NO obligation to change the current zoning and would be wise to NOT  
change the zoning and NOT agree to other requested accommodations. Additionally,  
the Village has no obligation to vacate its public works facility which would enable  
Bridge to build more distribution center space.

Specific areas of objections are as follows:

1. The proposed large scale warehouses/distribution centers/truck terminals (with  
about 275 loading and unloading truck docks and the developers estimate of 300 truck  
trips daily - which may be significantly underestimated) operating 24 hours a day, 7  
days a week does not fit the property's Research-Assembly zoning and it is not

compatible with nearby residential neighborhoods immediately to the north, south and east, the park district recreational areas immediately to the west and south, the High Grove business park to the north and west and with the Burr Ridge community as a whole.

2. Adverse impacts will extend well beyond the site and adversely impact homes and people living nearby as well as those living near or traveling on County Line Road, Plainfield Road, 79th Street, 83rd Street, 91st Street, Madison Street, Wolf Road, Willow Springs Road, Veterans Parkway, North Frontage Road and High Grove business park roads. Park District users will also be adversely impacted by traffic, noise and pollution. High Grove property owners and tenants will be adversely impacted by traffic and pollution. Business opportunities for Burr Ridge Center businesses will not be aided by the proposed use. This is a lost opportunity relative to other potential uses.

3. Adverse impacts will likely include:

Operations expected 24 hours per day, 7 days per week, 365 days per year. Bridge executives attending the most recent CNH ad-hoc committee meeting indicated in response to our questioning that anything less than 24 hour/7 day per operations was a deal breaker to their project. We believe that 24/7 operations should be a deal breaker for the Village of Burr Ridge and that the developers should be immediately put on notice that 24/7 hours of operation is unacceptable.

Semi-truck traffic - added congestion and safety issues as well as potential nuisance issues. "High-cube distribution facilities" like those proposed will likely have much greater traffic impacts than those modeled by the developer. Example: With a total of about 1.2 million square foot of distribution center space, high-cube storage areas, approximately 275 truck loading doors and assuming a truck arriving at or departing from each door every 2 hours the result would be 1,100 truck trips in an 8 hour shift or potentially 3,300 truck trips in a 24 hour operations day. That's nearly a 10-fold increase over the developers estimate. If trucks unloaded and loaded every 4 hours (rather than every 2 hours) that would yield potentially 1,550 trips in a 24 hour operation. That's a 5-fold increase over the developers estimate. Safety issues will adversely affect motorists, pedestrians and bicyclists. A significant increase in both trucks and cars exiting southbound I-55 at northbound County Line Road would need to cross several lanes of traffic in a short distance to make a left turn on Veterans Boulevard to access the new development.

Car traffic - significantly added congestion and safety issues with a much larger numbers of cars traveling to and from the large warehouse/distribution facilities adding to existing traffic and new truck traffic.

Roadway changes and added traffic signals - will reduce the relative intimacy and natural wooded feel of Burr Ridge and also potentially create more congestion, bottlenecks and safety issues at intersections. Additionally, the proposed changes to traffic signal timing will result in longer wait times. The significant increase in truck and car traffic may require additional road widening, tree clearing and additional traffic lights in the future. Again, potential future road widening would further degrade the charm and attractiveness to residents of Burr Ridge.



Air and water pollution - added air pollution and water pollution (truck and car exhaust, HVAC systems, diesel spills, truck washing, rain). Note that Cook and DuPage Counties received failing grades for high levels of air pollution in a recent "State of the Air" report published by the American Lung Association. The proposed facilities and vehicles operations are additive and in our neighborhoods and parks.

Noise pollution - heavy semi-truck noise from engines, trailers, brakes, connecting to trailers, backup beepers, loud voices in yard, etc. The 24 hour, 7 days a week planned operations will be an extreme nuisance to nearby residences as they seek to enjoy their homes, yards and sleep uninterrupted.

Light pollution - added light pollution adversely affecting people and wildlife

Visual - Massive, 42- 50 foot tall buildings adversely affects views. The development is adjacent to existing residential areas as well as a new residential townhome development. Also note that the High Grove light industrial buildings are about 1/2 as high as the proposed buildings.

Road wear and tear - added heavy truck traffic will create premature wear and maintenance expenses on nearby roads including Village roads

Open space and Storm water - High density development reduces open space and significantly increases water impermeable area which will significantly increase storm-water run-off. Proposed storm-water detention areas are located throughout the site and are deep and un-attractive as compared to large shallow open storm-water detention areas that can have alternate uses (additional park areas). The proposed numerous and deep storm-water detention areas will require regular maintenance and may pose safety issues and mosquito issues. The planned storm water detention may be inadequate and cause severe flooding for storms or a series of storms in excess of the modeled 100 year storms.

Ultimate owner(s) and tenants are unknown and their uses, traffic and financial resources needed to maintain property are unknown.

4. A Bridge Industrial proposal in 2023 on a 70 acre site in Willow Springs was withdrawn prior to a full public hearing on the project following the Village of Willow Springs notifying the developer and property owner that it would not agree to the requested zoning changes. The Village of Burr Ridge was also on the record opposing that development in Willow Springs prior to a full public hearing.

5. Deerfield and Lake County also opposed another large Bridge Industrial development for reasons similar to our stated objections.

6. Bridge has constructed and is leasing a large new development in McCook and the site is appropriate for the development (ie. former Electro-Motive heavy manufacturing site and its across the street from a major Vulcan Materials rock quarry and stone products distribution facility). The proposed Burr Ridge site adjacent to luxury homes and park recreational facilities is the complete opposite of the McCook site.

RECOMMENDED ACTIONS:

1. We encourage the Plan Commission and the Board to immediately and firmly reject the proposed development as doing so is in the best interests of the Village of Burr Ridge and its residents/homeowners/other stakeholders. The rejection of the proposal will make it clear to CNH that only appropriate uses based on current zoning or less impactful uses will be viewed favorably by Burr Ridge. Note that Willow Springs, Deerfield and Lake County opposed similar developments in their communities and Bridge Industrial and property owners withdrew development plans before formal public hearings. Note that both Deerfield and Willow Springs groups retained professional land use planners and other consultants that supported the rejection of the Bridge Industrial proposals.

2. We encourage the Plan Commission and Village Board to initiate a strategic land use development study for the CNH site and surrounding area. We have a one-time opportunity to provide input and steer the development of the large CNH site. Our goal should be to create the greatest long-term benefits to residents' quality of life and property values. I recommend that this study be facilitated by a nationally or regionally recognized land use planning firm, expert zoning attorney and other consultants as needed. The expert-led process should include substantial input from Burr Ridge officials/residents/property owners and other stakeholders. The results of the study would enable Burr Ridge to seek development proposals for the property that maximize the strategic benefits to Burr Ridge while protecting CNH's property rights.

Sincerely,

Don Chappel (signed)

Erin Chappel (signed)

**From:** [Don Chappel](#)  
**To:** [Gary Grasso](#); [Evan Walter](#); [Janine Farrell](#)  
**Cc:** [lisaturano@comcast.net](mailto:lisaturano@comcast.net)  
**Subject:** "Deerfield/Bridge Industrial - Warehouse types and traffic analysis"  
**Date:** Wednesday, May 15, 2024 2:50:12 PM  
**Attachments:** [420Objector20SupplementInfoTrafficRptJohn20Nawn060123.pdf](#)

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Good afternoon again.

Attached is a relevant letter related to the rejected Bridge Industrial Project Proposal in Deerfield/Lake County. I think that the information in the Deerfield letter is informative and relevant to the Bridge Industrial Proposal. It defines a variety of warehouse types and the traffic impacts of each. I believe that this information is relevant to the discussion of warehouses and warehousing that is scheduled for the May 20 meeting of the Plan Commission. It's also relevant to the Board's decision on the proposed development with 24/7 operations.

Janine, please distribute my attached letter to the full Village Board, the Village Plan Commission and to the CNH ad-hoc committee. You could include it in the upcoming warehouse/warehousing agenda item or the public comment agenda item for each of the 3 governance bodies. Thank you.

Don Chappel  
630-240-2402

Sent from my iPad

# THE LAW OFFICE OF DAVID MEEK, LLC



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*OF COUNSEL TO BECKER GURIAN*

## Memo

To: Deerfield Plan Commission  
Cc: Jeffrey Ryckaert, Daniel Nakahara  
From: David Meek  
Date: June 1, 2023  
Re: 1 Baxter Parkway – Bridge Industrial

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On behalf of the Thorngate Owners Association I am filing the attached memorandum concerning traffic issues at the proposed Bridge Industrial development and the Traffic Impact Study prepared by KLOA (March 23, 2023). The May 31, 2023 memorandum was prepared by John A. Nawn, P.E., PTOE, FNSPE.

Mr. Nawn critiques the KLOA study's methodology and scope and challenges many of its conclusions.

Among the observations and conclusions to be drawn from Mr. Nawn's report:

- The KLOA study did not use the most appropriate land use category to model and analyze the traffic generation potential of this development. Consequently, the KLOA study significantly undercounts the traffic generation potential from this development which calls into question the sufficiency of the traffic analysis.
- Because this is a speculative development, the KLOA study should have analyzed the traffic impacts using the traffic projections generated by the most intensive warehouse distribution businesses that this project is designed to service. When the traffic generation is evaluated using the more intensive land uses, it is clear that the Bridge development generates significantly more traffic:
  - The development can be expected to generate 4 times more daily vehicle traffic (and 6 times to 8 times more vehicle traffic in the peak hours) than as modeled by KLOA.
  - Heavy vehicle (truck) traffic would be greater than as modeled by KLOA and the 24-hour distribution of truck traffic could mean 200 truck movements on Saunders Road between 7:00PM and 7:00AM.
- The scope of KLOA's study was too narrow to give the Village a full picture of the potentially significant implications of truck traffic on traffic conditions in the vicinity beyond Saunders Road. The KLOA study did not look at traffic data and level of service analysis at the 3 signalized intersections between Saunders Road and the Tri-State interchange. It also failed to evaluate the impact of truck access to and from I-94 at the Deerfield Road interchange and along Lake Cook Road to Route 41.

May 31, 2023

David Meek, Esq.  
The Law Office of David Meek, LLC  
513 Central Avenue, Suite 400  
Highland Park, IL 60035-3264

**RE: Traffic analysis, Midwest RE Acquisitions, LLC/Bridge Industrial – Baxter Property, Lake County**

Per your request, I have reviewed the material listed below, available from the Village of Deerfield, IL website, regarding the Annexation, Re-zoning, Special Use Permit and associated relief and approvals sought for the proposed Bridge Industrial warehouse facilities, located at 1 Baxter Parkway, east of Saunders Road in Lake County, IL and offer the following findings and opinions.

**REVIEWED MATERIAL**

1. 1 Baxter Parkway Bridge Industrial Public Hearing Staff Memo 04/27/23
2. Tetra Tech Limited Emissions Assessment Dated 5/11/23
3. Bridge Industrial: Property Value Research 5/10/23
4. Bridge Industrial Plans 1 of 8 Narrative, Tax Analysis, Traffic Study
5. Bridge Industrial Plans 2 of 8 Site Architecture
6. Bridge Industrial Plans 3 of 8 Landscape and Tree Survey
7. Bridge Industrial Plans 4 of 8 Photometrics/Lighting
8. Bridge Industrial Plans 5 of 8 Building height, schedule, and signage
9. Bridge Industrial Plans 6 of 8 Survey Plats and Truck Turn Radius
10. Bridge Industrial Plans 7 of 8 Engineering
11. Bridge Industrial Plans 8 of 8 Stormwater Report
12. Thorngate Owners Association Request for Continuation 05/05/23
13. Thorngate Owners Association Letter to Plan Commission 4/25/23
14. Public Comment, various dates 04/21/23 through 5/19/23
15. 1 Baxter Parkway Bridge Industrial Prefiling Conference - Supplemental Memo 03/01/23
16. 1 Baxter Parkway Bridge Industrial Prefiling Conference Staff Memo 02/23/23
17. 1 Baxter Parkway Bridge Industrial Prefiling Conference Petitioner's Plans 02/23/23
18. Hearing Transcript from the May 11, 2023, Plan Commission Meeting
19. Draft Minutes from the May 11, 2023, Plan Commission Meeting



## Analysis

The Trip Generation report prepared by KLOA, dated March 23, 2023, utilized ITE Land Use Code 150, Warehousing, to generate the trips for the proposed 1,124,931 SF combined warehouses. The ITE Trip Generation Manual (10<sup>th</sup> Edition, September 2017) defines a ‘warehouse’ as follows:

A warehouse is primarily devoted to the storage of materials, but it may also include office and maintenance areas. High-cube transload and short-term storage warehouse (Land Use 154), high-cube fulfillment center warehouse (Land Use 155), high-cube parcel hub warehouse (Land Use 156), and high-cube cold storage warehouse (Land Use 157) are related uses.

It is noted that the data for the generation of trips for LU 150 in the ITE Trip Generation Manual (11<sup>th</sup> Edition) is based on an average size of 292,000 SF or 26% of the size of the proposed warehouse. The largest size warehouse that comprises the data set was 560,000 SF or 50% of the size of the proposed, combined warehouses. *It is noted that these analyses are limited to a review of and comment on the use of the proposed warehousing facilities. No comments are provided regarding the proposed 155,940 SF sports facility.*

As presented within the traffic study and the reviewed plans, the proposed warehousing facilities consist of two proposed warehouse type buildings: a 896,562 SF warehouse, with a total of 177 loading dock locations situated on the east and west sides of the proposed building, with 90 docks on the west side and 87 docks on the east side respectively; and, a 228,369 SF warehouse with 50 loading docks located along the east side of the building.

Cross dock facilities, such as the larger of the two proposed warehouse buildings, are generally associated with types of facilities where storage of materials is less important than within a strict warehouse which exists primarily for storage and or light industrial use. A cross dock transfer is typically unnecessary in a traditional warehouse. The Trip Generation Manual provides additional definition for such related facilities, as noted in the warehouse definition above including: “*High-cube transload and short-term storage warehouse (Land Use 154), high-cube fulfillment center warehouse (Land Use 155), and high-cube parcel hub warehouse (Land Use 156).*” An Amazon warehouse would be an example of a *high-cube fulfillment center warehouse*. As defined by ITE, a fulfillment center warehouse includes “*storage and direct distribution of e-commerce product to end users*”.

The ITE Trip Generation Manual (11<sup>th</sup> Edition), defined a High-Cube Transload and Short-Term Storage Warehouse (Land Use 154) as follows:

A high-cube warehouse (HCW) is a building that typically has at least 200,000 gross square feet of floor area, has a ceiling height of 24 feet or more, and is used primarily for the storage and/or consolidation of manufactured goods (and to a lesser extent, raw materials) prior to their distribution to retail locations or other warehouses. A typical HCW has a high level of on-site automation and logistics management. The automation and logistics enable highly-efficient processing of goods through the HCW. A high-cube warehouse can be free-standing or located in an industrial park.

The HCWs included in this land use include transload and short-term storage facilities. A

transload facility has the primary function of consolidation and distribution of pallet loads (or larger) for manufacturers, wholesalers, or retailers. A transload facility typically has little storage duration, high throughput, and its operations are high efficiency. A short-term HCW is a distribution facility often with custom/special features built into the structure for the movement of large volumes of freight with only short-term storage of products.

Some limited assembly and repackaging may occur within the facility.

A high-cube warehouse may contain a mezzanine. In a HCW setting, a mezzanine is a freestanding, semi-permanent structure that is commonly supported by structural steel columns and that is lined with racks or shelves. The gross floor area (GFA) values for the study sites in the database for this land use do NOT include the floor area of the mezzanine. The GFA values represent only the permanent ground-floor square footage.

With regards to LU154, High-Cube Transload and Short-Term Storage Warehouse, the ITE Trip Generation Manual (11<sup>th</sup> Edition) noted that the average study size was 798,000 SF, like the size of the proposed Building C. LU154 is more representative of the proposed development than LU150.

The ITE Trip Generation Manual (11<sup>h</sup> Edition), defined a High-Cube Fulfillment Center Warehouse (Land Use 155) as follows:

A high-cube warehouse (HCW) is a building that typically has at least 200,000 gross square feet of floor area, has a ceiling height of 24 feet or more, and is used primarily for the storage and/or consolidation of manufactured goods (and to a lesser extent, raw materials) prior to their distribution to retail locations or other warehouses. A typical HCW has a high level of on-site automation and logistics management. The automation and logistics enable highly-efficient processing of goods through the HCW. A high-cube warehouse can be free-standing or located in an industrial park.

Warehousing (Land Use 150), high-cube transload and short-term storage warehouse (Land Use 154), high-cube parcel hub warehouse (Land Use 156), and high-cube cold storage warehouse (Land Use 157) are related land uses.

Each fulfillment center in the ITE database has been categorized as either a sort or non-sort facility. A sort facility is a fulfillment center that ships out smaller items, requiring extensive sorting, typically by manual means. A non-sort facility is a fulfillment center that ships large box items that are processed primarily with automation rather than through manual means. Separate sets of data plots are presented for the sort and non-sort fulfillment centers. Some limited assembly and repackaging may occur within the facility.

The description for LU155 also included the following additional data:

The High-Cube Warehouse/Distribution Center-related land uses underwent specialized consideration through a commissioned study titled "High-Cube Warehouse Vehicle Trip Generation Analysis," published in October 2016. The results of this study are posted on the ITE website...

With regards to LU155, High-Cube Fulfillment Center Warehouse, the ITE Trip Generation Manual (11<sup>th</sup> Edition) noted that the average study size for a non-sort facility, was 886,000 SF, similar to the size to the proposed larger warehouse (building C), with the average study size for a sort facility at 1,360,000 SF, similar in size to the combined size for both warehouses. LU155 is much more representative of the proposed warehouse development than LU150.

The ITE Trip Generation Manual (11<sup>th</sup> Edition), defined a High-Cube Parcel Hub Warehouse (Land Use 156) as follows:

A high-cube warehouse (HCW) is a building that typically has at least 200,000 gross square feet of floor area, has a ceiling height of 24 feet or more, and is used primarily for the storage and/or consolidation of manufactured goods (and to a lesser extent, raw materials) prior to their distribution to retail locations or other warehouses. A typical HCW has a high level of on-site automation and logistics management. The automation and logistics enable highly-efficient processing of goods through the HCW. A high-cube warehouse can be free-standing or located in an industrial park.

A high-cube parcel hub warehouses typically serves as a regional and local freight-forwarder facility for time sensitive shipments via airfreight and ground carriers. A site can also include truck maintenance, wash, or fueling facilities. Some limited assembly and repackaging may occur within the facility.

With regards to LU156, High-Cube Parcel Hub Warehouse, the ITE Trip Generation Manual (11<sup>th</sup> Edition) noted that the average study size was 543,000 SF. In all cases, the sizes of the studied warehouses for high-cube warehouse were much closer in size to that of the proposed warehouse size than the land use code used in the applicant's Traffic Impact Study. The ITE High-Cube Warehouse Vehicle Trip Generation Analysis (October 2016) described the typical uses for warehouses as summarized in the following table.

	Standard Warehouse/Storage LU 150	Transload Facility LU154	Short-Term Storage LU 154	Fulfillment Center LU 155	Parcel Hub LU 156	Proposed
Typical Function	Products stored on-site typically for more than one month	Focus on consolidation and distribution of pallet loads (or larger) of manufacturers, wholesalers, or retailers; little storage duration; high throughput and high efficiency	Focus on warehousing/distribution with distribution space operated at high efficiency; often with custom/special features built into structure for movement of large volumes of freight	Storage and direct distribution of e-commerce product to end users; smaller packages and quantities than for other types of HCW; often multiple mezzanine levels for product storage and picking	Regional and local freight-forwarder facility for time-sensitive shipments via air freight and ground (e.g., UPS, FedEx, USPS); site often includes truck maintenance, wash, or fueling facilities	<i>Undefined, no commitment made by applicant.</i>
Location	Typically, in an industrial area within urban area or urban periphery	Typically, in an area with convenient freeway access; often in rural or urban periphery area	Typically, in an area with convenient freeway access	Often near a parcel hub or USPS facility, due to time sensitivity of freight	Typically in close proximity to airport; often stand-alone	<i>Suburban (R1)/Industrial area (L1) near freeway access</i>
Loading Dock Location	Either on one side or on two adjacent sides	Minimum of two sides (adjacent or opposite); can be on four sides	On either one or two sides	No information provided	Usually on both long sides of building; can be on four sides	<i>Two, opposite sides (larger warehouse)</i>
Number of Docks	Low number of dock positions to overall facility, 1:20,000 square feet or lower	Typical dock-high loading door ratio is 1:10,000 square feet; common range between 1:5,000 & 1:15,000 square feet	Typically, 1:10,000 square feet or lower	No information provided	No information provided	<i>177 docks 896,562 SF = 1:5,100 SF  50 docks 228,369 SF = 1:4,600 SF</i>

In comparing the features of the proposed facilities to the ITE criteria, it is evident that the proposed warehouses are best described as High Cube Warehouses and not simply a ‘warehouse’ as proposed in the KLOA report. The ITE High-Cube Warehouse Vehicle Trip Generation Analysis (October 2016) also noted that among the required information necessary for a proper analysis of the traffic impacts for

a warehouse includes the NAICS Industrial Code and the “Commodity type (retail, manufacturing, other)”, neither of which were provided for the proposed facility. Regarding this, the testimony from the May 11, 2023 Plan Commission Meeting offered the following: “So in addition to the design of the building, there's a lot of discussion of who is going to be in this building at the end of the day. So Bridge as an institutional leading investor of the industrial, we are designing this building specifically to garner to higher end tenants that would look to locate a corporate campus here, maybe a higher finish of office, a little bit less truck use at the end of the day is what we envision here. Ultimately we want to build it and we designed it to be as leasable and marketable as possible and we wanted to be successful for the project in the long term.” [Jerry Callahan.30] “So we are planning to build this building on a speculative basis, so we don't know the tenant or type of operation that is going to be there at the end of the day.” [Jon Pozerycki.37]

The undefined, speculative nature of the proposed use fundamentally violates proper engineering practice related to the preparation of the submitted Traffic Impact Study. To be credible, a traffic study must be representative of the proposed use which, in this case, would require more definition of the use on the part of the applicant, as noted and supported by ITE. If the applicant wishes to develop the proposed warehouses for a future speculative use, than the Traffic Impact Study should reflect the most intensive use that could be accommodated by the proposed construction.

Using the same, combined 1,124,931 SF proposed building size as used in the KLOA analysis, trips were generated according to the ITE Trip Generation Manual (11<sup>th</sup> Edition) as follows in the table below.

LAND USE CODE ---->	Existing	150	154	155-nonsort	155-sort	156
<b>AVERAGE WEEKDAY</b>		1816	1575	2076	7245	5209
Enter		908	788	1083	3623	2604
Exit		908	787	1083	3622	2605
<b>AM PEAK</b>	216	159	90	169	979	788
Enter	200	122	69	137	793	394
Exit	16	37	21	32	186	394
<b>PM PEAK</b>	179	161	113	180	1350	720
Enter	15	45	32	70	527	490
Exit	164	116	81	110	823	230

As can be seen from the table above, the traffic generated by a High-Cube Fulfillment Center Warehouse can be expected to generate 4 times more daily traffic, and 6 to 8 times more traffic in the peak hours than as reported in the KLOA analyses using land use 150. The traffic resulting from a



potential high-cube parcel hub warehouse, characterized as a cross-dock facility, is 3 times greater for the average weekday and 4 to 5 times greater in the peak hour than that attributable to a typical warehouse, as calculated within the KLOA analysis. Similarly, the number of heavy vehicle trips were generated as noted in the table below.

LAND USE CODE ---->	150	154	155-nonsort	155-sort	156
<b>AVERAGE WEEKDAY</b>	615	248	259	214	653
Enter	307	124	129	107	326
Exit	308	124	130	107	327
<b>AM PEAK</b>	34	23	23	23	101
Enter	13	11	11	11	51
Exit	21	12	12	12	50
<b>PM PEAK</b>	42	11	11	23	68
Enter	23	5	5	10	36
Exit	19	6	6	13	32

The reviewed testimony from the May 11, 2023, hearing also indicated that the proposed warehouses were expected to operate 24 hours per day, 7 days a week. Accordingly, a breakdown of the 24-hour heavy vehicle volumes is presented for each of the High Cube warehouse types following this report.

The ITE terminology for ‘trucks’ typically represents what would be considered heavy vehicles, that is, large, single and tandem axle, single unit box trucks and tractor trailers. Accordingly, the ITE High-Cube Warehouse Vehicle Trip Generation Analysis (October 2016) provided data on the percentage of passenger cars that were typical of the various high-cube warehouse uses. By multiplying the percentage of passenger cars with the total generated trips, and subtracting the number of generated heavy vehicles, the remaining, non-passenger car, non-heavy vehicles can be calculated as presented in the table below:

	Total Vehicles	ITE 2016	Cars	Heavy Vehicles	Other
Land Use	Weekday	% Cars	Weekday	Weekday	Weekday
150	1816	67.8%	1231	615	n/a
154	1575	67.8%	1068	248	259
155-nonsort	2076	92.1%	1912	259	n/a
155-sort	7245	92.1%	6673	214	358
156	5209	62.3%	3245	653	1311
Land Use	AM Peak	AM Peak	AM Peak	AM Peak	AM Peak
150	159	69.2%	110	34	15
154	90	69.2%	62	23	5
155-nonsort	169	97.2%	164	23	n/a
155-sort	979	97.2%	952	23	4
156	788	50.3%	396	101	291
Land Use	PM Peak	PM Peak	PM Peak	PM Peak	PM Peak
150	161	78.3%	126	42	n/a
154	113	78.3%	88	11	14
155-nonsort	180	98.2%	177	11	n/a
155-sort	1350	98.2%	1326	23	1
156	720	70.7%	509	68	143

‘Other’ vehicles typically include two axle, four to six wheel, trucks, not otherwise classified as heavy vehicles such as step vans, parcel vans, parcel delivery trucks. Warehouses (150) and non-sort fulfillment center warehouse (155) do not usually involve the use of smaller trucks such as step vans, parcel vans, or parcel delivery trucks.

Table 5 of the Traffic Impact Study compares the trips generated by the proposed development to that of the full office occupancy for the Baxter Corporate Headquarters, suggesting an approximately 50% reduction in daily traffic and as much as an approximately 80% reduction in peak hour traffic resultant from the proposed development. The KLOA Traffic Impact Study offered the following:

This reduction in the number of trips will result in a significantly lower traffic impact on the area roadways, allowing for additional reserve capacity at the impacted intersections to accommodate future increases in traffic resulting from regional growth and/or other potential developments in the area.

However, the projected trips used by KLOA in making this comparison are not reflective of actual, existing conditions. In generating the projected traffic for the Baxter Corporate Headquarters, KLOA used ITE Land Use 714, Corporate Headquarters Building. the ITE Trip Generation Manual (11<sup>th</sup> Edition) offered the following regarding the use of LU 714:

The sites were surveyed in the 1980s, the 1990s, the 2000s, and the 2010s in California, Connecticut, Georgia, Maryland, Minnesota, New Jersey, New York, Ohio, Oregon, Pennsylvania,

Vermont, Virginia, and Washington.

In other words, the data used on arriving at the trip generation rates for a Corporate Headquarters Building was based on pre-pandemic data. As we know, post pandemic commuter traffic volumes, transit use, etc., remain as much as 30% or more below pre-pandemic levels as many individuals continue to work from home

In support of the above, according to the traffic counts contained within the Traffic Impact Study, 200 vehicles were counted entering the Baxter Parkway from Sanders Road in November 2022 during the morning peak hour and 164 vehicles leaving the site during the afternoon peak hour. In comparison, the potential pre-pandemic trips for office building(s) as presented in the KLOA study of 732 entering (AM) peak and 712 existing (PM peak). The table below compares the volumes at the intersection of Baxter Parkway and Sanders Road for land uses 155 and 156.

		Office at Full Occupancy	Actual 11/22	Proposed KLOA	LU155 Non- Sort	LU155 Sort	LU156
AM Peak	Enter	732	200	100	137	793	394
	Exit	55	16	34	32	186	394
	Total	787	216	134	169	979	788
PM Peak	Enter	70	15	41	70	527	490
	Exit	712	164	100	110	823	230
	Total	782	179	141	180	1350	720

As can be seen from the table, while the traffic volumes proposed by KLOA, if one were to agree with their proposed land use, which, as noted above, I do not, are less than existing traffic volumes at the intersection of Sanders Road and Baxter Parkway, they are not “*significantly lower*” or the approximate 80% reduction as suggested in the KLOA study. In fact, while entering volumes in the AM peak and exiting volumes in the PM peak are lower, the exiting volumes in the AM peak and entering volumes in the PM peak are 50 to 66% higher. It is also noted that the volumes for a high-cube parcel hub warehouse are approximately equal to those for the projected, pre-pandemic, full office occupancy and the volumes generated for a high-cube fulfillment center sort warehouse exceed those for the projected, pre-pandemic, full office occupancy.

As presented, the Traffic Impact Study does not properly report the maximum number of trips that could be expected from this proposed use. With insufficient information provided as to its intended use, the Traffic Impact Study should, at the very least, document the maximum amount of vehicle traffic expected from the proposed use, otherwise, the Traffic Impact Study is deficient as presented.

### **Parking**

The ITE Parking Generation Manual (5<sup>th</sup> Edition, 2017) provided parking generation procedures, based on square footage, for Land Use 150, the same land use as cited within the Traffic Study. For the 1,124,931 SF combined size of both proposed warehouses, between 439 and 448 parking spaces would be necessary, for all vehicles, under land use 150, as proposed in the Traffic Impact Study, representing approximately one-third of the spaces proposed to be constructed. The number of parking spaces provided well exceeds ITE criteria for the proposed land use.

The plans propose a total of 787 employee parking spaces, including 767 to be built and 20 held in reserve, but not constructed, exclusive of the 227 truck dock spaces and 258 trailer holding spaces, for a total of 1,272 parking spaces to service the two, proposed warehouses. It's unclear why, with a projected total new vehicle count, cars, and trucks, of approximately 160 vehicles in either peak hour, why the developer would choose to construct approximately 8 times more parking than that which was projected to be needed, if, in fact, it was the developer's intention to use the warehouses consistent with the land use modeled in the Traffic Impact Study. The number of parking spaces more closely parallels the parking need consistent with a High-Cube Fulfillment Center or Parcel Hub Warehouse.

### **Truck Access**

According to the reviewed Traffic Impact Study and hearing testimony on May 11, 2023, it is intended that all truck traffic will access the site via Saunders Road. The testimony offered: *"...we believe that the truck route from the site will be going down Saunders to Lake-Cook Road and back. That's the only place where trucks will go. We will restrict trucks from leaving the site going north along Saunders. We will also improve the exit to encourage trucks to go to the south along Saunders. And additionally, in all the leases we do we will restrict trucks from leaving the site any other way than that. And we will require it to come from Lake-Cook up Saunders."* [Jerry Callahan.25,26] The Traffic Impact Study, however, only provides traffic data and level of service analyses for one intersection on Lake Cook Road and fails to analyze the other three, signalized intersections between Saunders Road and the interchange for the Tri-State Tollway including the intersections at Takeda Parkway/Pointe Drive and the ramp intersections east and west of the Tollway.

It is also noted that while full movement to and from the Tri-State Tollway is available at the Lake Cook Road interchange, there is no nearby access available to the Edens Spur/I-94 from Lake Cook Road. Inbound trucks using I-94 from Chicago have only two options: exit at US 41/Lake Cook Road and head west on Lake Cook Road or take the Edens Spur/I-94 to Deerfield Road (at which point they will either proceed west to Saunders Road or east to Wilmot Road and then south to Lake Cook Road). Outbound trucks using I-94 south to Chicago have only two options: proceed east on Lake Cook Road to 41 or proceed north on Saunders Road and east on Deerfield Road to the partial interchange to 294/94 south. However, the testimony from the May 11, 2023, hearing noted: *"So again there will be no trucks turning right coming out of our facility going north on Saunders. All of that traffic will head south on Saunders, then east on Lake-Cook and connects to 94 going either north or south. Same when the trucks are coming off of 94 at Lake-Cook taking that west to Saunders and coming up to the entrance and into*

*the facility. As John said, we will have stipulations on the lease that they have to abide by this. Any traffic, even if it's minimal traffic, and any traffic trying to come in off the Edens and Edens spur will be directed to take 41 to Lake-Cook and Lake-Cook over. There will be some traffic because we can't control the, tenants can't control but there will be people that will try to get off at Deerfield and then go west on Deerfield to Saunders and down. But we are going to do our best to minimize that."* [Mark Houser.46] The suggested route using US Route 41 at the I-94 split would entail an additional approximately 17 traffic signals along the approximately 4 miles of Lake Cook Road between US Route 41 and Saunders Road. Furthermore, nothing would preclude trucks from continuing on the Eden Spur to the Tri-State Tollway and using the Deerfield Road interchange and Deerfield Road west to Saunders Road. Consistent with this, the Traffic Impact Study does show at least one vehicle during the AM and PM peak hour using Saunders Road north off Baxter Parkway to access the site. Accordingly, the access to and from I-94 has potentially significant implications, and the magnitude of those implications is not fully understood and should be studied further.

It was noted that while the applicant testified that the proposed truck restrictions would be put into the lease(s), there was no discussion and/or no offer of how the landlord/developer/applicant would continuously monitor the truck traffic, enforce the provisions of the lease and what the penalties for non-compliance would be. As admitted numerous times by the applicant, 'we can't control the tenants.' The testimony also noted: *"One is obviously we post signs, we put it in the leases, we do everything we can. Other is when we design it, we will make it very difficult so if they do try a turn right, they are actually crossing over and getting into the other lanes."* [Mark Houser.48,49] As it is agreed that the landlord/developer/applicant cannot control how trucks access the site, the applicant testified to the installation of signs as a possible solution and/or intersection improvements at Saunders and Baxter to discourage travel on Saunders Road north of Baxter Parkway. The traffic engineer testified *"...measures will be taken to force truck traffic to utilize Saunders Road to Lake-Cook to the extent possible."* [Luay Aboona.56], although no specific, enforceable measures were presented.

The traffic engineer also testified: *"Currently the way the intersection is designed, trucks cannot physically make a right-hand turn. So radius of that corner is small, doesn't allow a truck to make that right-hand turn. If it's necessary we can restrict it further. So the trucks will not be able to do it. And we will have to approach and it will not be physically possible for them to do. We will obviously add signs as well. And as indicated, will be part of the leases for the trucks to travel south on Saunders Road."* [Luay Aboona.57] The only way to ensure that all trucks will only use Saunders Road south of Baxter Parkway, consistent with the reviewed testimony and the applicant's acknowledgement that they cannot fundamentally control truck traffic, would be to geometrically configure the intersection of Baxter Parkway and Saunders Drive to prevent southbound left turns into the site and west bound right turns out of the site for **all** vehicles. In the alternative, the applicant should provide traffic counts and intersection analyses for all signalized intersections on Deerfield Road between and including Saunders Road and the interchange intersections at the Tollway, in addition to all signalized intersections on Lake Cook Road between and including Saunders Road and the signalized intersections at the Tollway.



### **Roadway Pavement Degradation**

The concept of the load equivalency between trucks and cars and the impacts to the pavement surface was introduced during the May 11, 2023, hearing, but no discussion followed. There was, however, merit in the subject matter as trucks have a far higher impact on the pavement surface than cars.

Fundamentally, roadway pavement design is based on the concept of a fixed vehicle loading referred to as an equivalent single axle loads or ESALs. Structurally, the pavement is designed for a standard axle load and all vehicles are factored or described in terms of the standard axle. Consistent with the criteria and standards of the American Association of State Highway and Transportation Officials (AASHTO), the standard axle load to which all other vehicles are compared to is an 18,000-pound (18 kip) axle load. For instance, a tractor trailer combination contains 5 axles, 4 with dual wheels: the tandem duals on the trailer and the tandem duals at the rear of the tractor, plus a front steering axle with single wheels. Each dual wheel axle represents an 18,000-pound load with each single wheel axle correspondingly representing a 9,000-pound load. For a tractor-trailer, therefore, with four dual wheel axles of 18,000-pounds each plus a single wheel axle of 9,000-pounds, we achieve a load limit of approximately 80,000-pounds (40 tons), the legal load limit. Accordingly, a tractor trailer has an equivalency factor of 4.5 as compared to the standard 18,000-pound axle.

A 4,000-pound passenger car, on the other hand, has an equivalency factor of 0.0004. In other words, the load on the pavement from a tractor trailer is over 11,000 times greater than the load on the pavement from a passenger car. In other words, the passage of 11,000 passenger cars over a section of roadway is the equivalent of the passage of a single, fully loaded, 80,000-pound tractor trailer. Pavement design is based on vehicle repetitions; the number of ESALs that pass over a specific pavement section over a specific period. In pavement design, therefore, due to the disproportionate load created by heavy vehicles when compared to the load created by passenger cars, the number of passenger cars and the impact therefrom are typically not considered. Federal Highway Administration (FHWA) guidance for pavement design offered the following, accordingly:

Because motorcycles, passenger cars, and SUV/Pick-up trucks do not significantly contribute to the 18-kip ESALs they are considered negligible and an ESAL/truck factor of 0 is assigned.

The increased number of trucks resulting from the applicants proposed use will be expected to have an adverse impact on the pavement structure of Saunders Road. The applicant's proposal does not offer any analyses of the pavement impacts due to the increased number of trucks nor does the applicant offer any proposed remedial measures to ameliorate the negative impacts to the pavement surface.

## **CONCLUSIONS**

1. The proposed warehouses are best described as High Cube Warehouses and not simply a 'warehouse' as proposed in the KLOA Traffic Impact Study.
2. A High-Cube Fulfillment Center Sort Warehouse (LU 155) or a Parcel Hub Warehouse (LU156) is much more representative of the proposed warehouse development as presented than a simple warehouse (LU 150) as modeled in the KLOA Traffic Impact Study.
3. The vehicular traffic generated by a High-Cube Fulfillment Center Sort Warehouse (LU 155) can be expected to generate 4 times more daily traffic, and 6 to 8 times more traffic in the peak hours than as reported in the KLOA Traffic Impact Study based on general warehouse use (LU 150).
4. The vehicular traffic generated by a High-Cube Fulfillment Center Sort Warehouse (LU 155) would exceed the traffic generated by the existing office use at full occupancy.
5. The heavy vehicle traffic generated by a Parcel Hub Warehouse (LU 156) would exceed the heavy vehicle traffic generated by the applicants proposed general warehouse use (LU 150).
6. The proposed amount of parking is approximately 3 times greater than that necessary to support the use of the site as a warehouse as modeled in the KLOA Traffic Impact Study.

## **OPINIONS**

The following opinions are based upon a review of the materials, my education, and my experience, within a reasonable degree of engineering certainty:

- As presented, the Traffic Impact Study does not properly report the maximum number of trips that could be expected from this proposed use.
  - The size of the proposed warehouses, the configuration of the loading docks and the amount of parking provided are not consistent with the land use cited in the Traffic Impact Study.
  - Due to the speculative nature of the applicant's proposal, the Traffic Impact Study should be revised to reflect the most intensive use that could be accommodated by the applicant's proposed development.
- The heavy vehicle trip distribution and trip assignment within the Traffic Impact Study is not consistent with the local road network and how trucks would be expected to access the site with regards to access to and from the Tollway.
  - The Traffic Impact Study should be revised to provide traffic counts and intersection analyses for all signalized intersections on Deerfield Road between and including Saunders Road and the interchange intersections at the Tollway.

- The Traffic Impact Study should be revised to provide traffic counts and intersection analyses for all signalized intersections on Lake Cook Road between and including Saunders Road and the interchange intersections at the Tollway.
- The increased number of trucks resulting from the applicants proposed use will be expected to have an adverse impact on the pavement structure of Saunders Road.
- As presented, the applicant's Traffic Impact Study does not provide sufficient information to determine whether the proposed use will be detrimental to the health, safety, or welfare of the neighborhood with regards to vehicular traffic .
- As presented, the applicant's Traffic Impact Study does not provide sufficient information to determine whether the peak traffic generated by the subject of the application can be accommodated in a safe and efficient manner.

#### **COMMENTS**

This report may be supplemented if additional information becomes available.

Respectfully submitted,

By: 

**John A. Nawn**

LUC 154

PEAK

1,124,931

Combined SF

Average weekday (heavy vehicles)

248

Enter

124

Exit

124

Time	Total	Entering	Exiting
12:00 - 1:00 AM	2	2	0
1:00 - 2:00 AM	2	2	1
2:00 - 3:00 AM	2	1	1
3:00 - 4:00 AM	2	1	1
4:00 - 5:00 AM	2	1	1
5:00 - 6:00 AM	6	3	3
6:00 - 7:00 AM	5	3	2
7:00 - 8:00 AM	13	9	5
8:00 - 9:00 AM	12	4	8
9:00 - 10:00 AM	15	7	7
10:00 - 11:00 AM	15	7	8
11:00 - 12:00 PM	23	12	11
12:00 - 1:00 PM	19	8	11
1:00 - 2:00 PM	14	5	8
2:00 - 3:00 PM	16	10	6
3:00 - 4:00 PM	14	7	7
4:00 - 5:00 PM	17	9	8
5:00 - 6:00 PM	18	7	11
6:00 - 7:00 PM	14	7	7
7:00 - 8:00 PM	12	6	6
8:00 - 9:00 PM	13	6	7
9:00 - 10:00 PM	5	2	3
10:00 - 11:00 PM	4	3	1
11:00 - 12:00 AM	3	2	2

LUC 155 Non-Sort (using LU154 breakdown)

PEAK

1,124,931

Combined SF

Average weekday (heavy vehicles)

259

Enter

129

Exit

130

Time	Total	Entering	Exiting
12:00 - 1:00 AM	2	2	0
1:00 - 2:00 AM	2	2	1
2:00 - 3:00 AM	2	1	1
3:00 - 4:00 AM	2	1	1
4:00 - 5:00 AM	2	1	1
5:00 - 6:00 AM	6	3	3
6:00 - 7:00 AM	6	3	2
7:00 - 8:00 AM	14	9	5
8:00 - 9:00 AM	12	4	8
9:00 - 10:00 AM	15	8	8
10:00 - 11:00 AM	15	7	8
11:00 - 12:00 PM	24	12	12
12:00 - 1:00 PM	20	9	11
1:00 - 2:00 PM	14	5	9
2:00 - 3:00 PM	17	10	7
3:00 - 4:00 PM	15	7	8
4:00 - 5:00 PM	18	10	8
5:00 - 6:00 PM	18	7	12
6:00 - 7:00 PM	15	8	7
7:00 - 8:00 PM	13	6	7
8:00 - 9:00 PM	13	6	7
9:00 - 10:00 PM	5	2	3
10:00 - 11:00 PM	5	4	1
11:00 - 12:00 AM	4	2	2

LUC 155 Sort (using LU154 breakdown)

PEAK

1,124,931

Combined SF

Average weekday (trucks)

214

Enter

107

Exit

107

Time	Total	Entering	Exiting
12:00 - 1:00 AM	2	2	0
1:00 - 2:00 AM	2	1	1
2:00 - 3:00 AM	2	1	1
3:00 - 4:00 AM	1	1	1
4:00 - 5:00 AM	1	1	1
5:00 - 6:00 AM	5	3	2
6:00 - 7:00 AM	5	3	2
7:00 - 8:00 AM	11	7	4
8:00 - 9:00 AM	10	4	7
9:00 - 10:00 AM	13	6	6
10:00 - 11:00 AM	13	6	7
11:00 - 12:00 PM	20	10	10
12:00 - 1:00 PM	16	7	9
1:00 - 2:00 PM	12	4	7
2:00 - 3:00 PM	14	9	5
3:00 - 4:00 PM	12	6	6
4:00 - 5:00 PM	15	8	7
5:00 - 6:00 PM	15	6	9
6:00 - 7:00 PM	12	6	6
7:00 - 8:00 PM	11	5	5
8:00 - 9:00 PM	11	5	6
9:00 - 10:00 PM	4	1	3
10:00 - 11:00 PM	4	3	1
11:00 - 12:00 AM	3	1	1



LUC 156

(using 10th Edition LU 156 breakdown)

PEAK

1,124,931

Combined SF

Average weekday (trucks)

653

Enter

326

Exit

327

Time	Entering %	Exiting %	Total	Entering	Exiting
12:00 - 1:00 AM	0.7%	1.1%	6	2	4
1:00 - 2:00 AM	0.7%	0.6%	4	2	2
2:00 - 3:00 AM	2.3%	0.8%	10	7	3
3:00 - 4:00 AM	8.4%	0.6%	29	27	2
4:00 - 5:00 AM	4.8%	0.9%	19	16	3
5:00 - 6:00 AM	1.8%	0.6%	8	6	2
6:00 - 7:00 AM	4.8%	1.0%	19	16	3
7:00 - 8:00 AM	6.9%	6.9%	45	22	23
8:00 - 9:00 AM	10.4%	12.2%	74	34	40
9:00 - 10:00 AM	2.3%	13.9%	53	7	45
10:00 - 11:00 AM	1.7%	2.9%	15	6	9
11:00 - 12:00 PM	1.7%	2.4%	13	6	8
12:00 - 1:00 PM	1.9%	2.3%	14	6	8
1:00 - 2:00 PM	2.9%	2.4%	17	9	8
2:00 - 3:00 PM	3.5%	2.7%	20	11	9
3:00 - 4:00 PM	4.4%	4.1%	28	14	13
4:00 - 5:00 PM	9.1%	4.7%	45	30	15
5:00 - 6:00 PM	13.5%	6.8%	66	44	22
6:00 - 7:00 PM	9.2%	10.0%	63	30	33
7:00 - 8:00 PM	4.0%	6.3%	34	13	21
8:00 - 9:00 PM	1.4%	4.6%	20	5	15
9:00 - 10:00 PM	1.4%	6.7%	26	5	22
10:00 - 11:00 PM	1.1%	4.2%	17	4	14
11:00 - 12:00 AM	1.1%	1.3%	8	4	4

**John A. Nawn, P.E., PTOE, F. NSPE**

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janawn64@gmail.com · [www.linkedin.com/in/John-A-Nawn-PE](http://www.linkedin.com/in/John-A-Nawn-PE)

Over 36 years' experience in Civil and Structural Engineering, specializing in Traffic and Transportation Engineering, Highway, Bridge and Street Design and Construction, Transit Facility Design, Vehicle Accident Reconstruction and Human Factors related to the driving task, Building Damage Assessments, Utilities Construction, Storm Drainage, Pedestrian Safety, Walkway Surface Evaluations, Concrete and Asphalt Pavement Evaluations, building Codes and Standards and ADA compliance.

**PROFESSIONAL ENGINEER:** PA, NJ, MD, DE, OH, MI, MA, MO, and RI.

**EDUCATION:** BS in Civil Engineering (1987), Drexel University, Philadelphia, PA  
MS in Civil Engineering (2012), Drexel University, Philadelphia, PA  
Traffic Crash Reconstruction II (2014), Northwestern University, Evanston, IL

**AWARDS:** 2017 Civil Engineer of the Year, American Society of Civil Engineers, Philadelphia  
2017 Delaware Valley Engineer of the Year, Delaware Valley Engineers Week  
2011 State Engineer of the Year, Pennsylvania Society of Professional Engineers  
2011 Delaware County Engineer of the Year, PA Society of Professional Engineer  
2008 Engineering Manager of the Year, American Society of Civil Engineers, Philadelphia

**ADJUNCT PROFESSOR:** *Temple University*, Department of Civil and Environmental Engineering; professor for two Graduate level courses; Transportation Engineering and Transportation Systems Management. (2012 to 2022)

*Widener University*, Department of Civil Engineering; professor for the required undergraduate Highway Engineering Course, (2019 to present); professor for graduate level course in Technical Communications, (2023 to present).

**PROFESSIONAL BACKGROUND:**

**10/2021 to Present – Independent Forensic Engineer/Expert Witness – Newtown Square, PA (part time)**

Independent professional engineer providing forensic engineering analyses and expert witness services to plaintiffs and defendants on matters including highway design, highway construction, highway maintenance, work zone traffic control, traffic control devices including traffic signals, signs and markings, intersection design, pavement and road surface design and maintenance, human factors related to the driving task, accident analyses and trucking related matters, snow and ice control, parking lot design, layout, operation and pedestrian accommodation, pedestrian movement, sidewalks, ramps, crosswalks, ADA accessibility, municipal and public utilities placement, operation, and maintenance within the public right-of-way, construction management, professional engineering practice, liability, and standard of care, construction management, premises liability, stairway and means of egress analyses. Over 500 expert reports completed. Testified in deposition and/or trial over 50 times as an expert witness, in local, state, and federal court in multiple states and jurisdictions.

**01/2022 to Present – Delon Hampton Associates Chartered – Silver Spring, Maryland (full time)**

Team member providing Project Management Oversight (PMO) services on transit, bus, and rail projects in excess of 500M on behalf of the Federal Transit Administration (FTA). Presently assigned to the Raritan River Bridge Replacement on NJ Transit's North Jersey Coast Line (heavy rail) and MTA's 2.5B ADA Station upgrade program covering stations on NYCT, Metro North, and Long Island Railroad.

**10/2021 to 12/2021– ProNet Group, Inc. – Newtown Square, Pennsylvania.**

Senior Project Engineer with national Forensic Engineering and Consulting firm providing professional civil and structural engineering investigations, analyses, and evaluations to clients nationwide.

**10/2012 to 9/2021 – Fleisher Forensics – Ambler, Pennsylvania.**

Forensic Engineer responsible for evaluating matters involving highway and traffic engineering, including accident reconstruction, intersections; urban and rural roadways; interstate highways; parking lots; signage, pavement marking and traffic controls; codes and zoning requirements; sidewalks and crosswalks; public utilities including sanitary sewer, storm sewer and water mains. Consulting in code compliance and standards; work zone safety, construction management, claims and safety. Evaluations of ice, snow control, grading, storm water management, detention and retention basins, and soil and sedimentation control. Walkway safety and ADA compliance analyses.

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**8/11 to 6/12 - Czap Specter, Inc., Worcester, PA, Executive Vice President.** Executive Vice President/Chief Engineer and a member of the Board of Directors

**2/10 to 8/11 - KS Engineers, P.C., Philadelphia, PA, Vice President.** Manager of PA operations. Responsibilities included direction of operations, marketing & business development, technical direction, project management and application of QA/QC policies.

**9/08 to 2/10 - Patrick Engineering, Wayne, PA, Business Unit Leader.** Group Manager for PA Transportation Team. Responsibilities included management of technical staff and providing technical direction and quality control on bridge, roadway and utility projects.

**10/05 to 8/08 - GAI Consultants, Inc., Berwyn, PA, Vice President.** Managing Officer (Principal) of regional operations. Oversaw staff of design and inspection professionals providing design and construction engineering services including Civil Engineering, Highway Engineering, Traffic Engineering, Structural Engineering, Geotechnical Engineering, Environmental Engineering, Materials Testing and Inspection Services.

**02/02 to 10/05:** URS Corp, Phila., PA, Director Transportation & Municipal Eng., Branch Manager

**03/01 to 02/02:** DMJM+Harris, Philadelphia, PA, Project Manager

**05/94 to 03/01:** Valley Forge Laboratories, Inc., Devon, PA, Director Transportation Engineering

**06/89 to 05/94:** Remington & Vernick Engineers., Haddonfield, NJ, Municipal Project Engineer/Manager

**06/87 to 06/89:** NJ Department of Transportation, Trenton, NJ, Highway Project Engineer

### **SELECTED PROFESSIONAL EXPERIENCE**

**Interstate 95 Point of Access Study, Girard Avenue Interchange, PennDOT,** Provided traffic engineering review and guidance in the development of the Point of Access Study.

**Interstate 95 Cottman Avenue Interchange, PennDOT,** Task Manager for the preparation of the multi-phase, Maintenance and Protection of Traffic Plans to support the full reconstruction of the six-lane urban interstate highway.

**Northeast Extension Widening, MP A20 to A30, Pennsylvania Turnpike Commission,** Task Leader for local road detour route evaluation & analyses to support the replacement of four bridge structures.

**Mainline Widening, Valley Forge to Norristown, Pennsylvania Turnpike Commission,** Task Leader for the traffic control design to support full detour and staged construction alternatives.

**Point of Access Study Review, PennDOT,** Provided Traffic Engineering review services on two Point of Access Studies for interstate highway access in the Pittsburgh area.

**Maintenance and Protection of Traffic, US 202, PennDOT,** Task Leader for design of Traffic Control Plans for a section of the US 202 reconstruction and widening north of Norristown.

**Philadelphia International Airport Access/I-95, PennDOT,** Task Leader for the redesign of the traffic signal systems serving the main access points to the Philadelphia International Airport.

**Interstate 95, Girard Point Bridge, PennDOT,** Task Leader for developing and estimating the Road Users Liquidated Damages clause to reduce impact & evaluate the various traffic control measures.

**South Street Bridge Detour Mitigation Project, City of Philadelphia, PA,** Project Manager for 32-signal corridor upgrade project involving signal timing and equipment improvements.

**Broad Street Ice Study, PennDOT,** Project Manager for analyses and evaluation of detour route to support temporary closure of the Roosevelt Expressway.

**Maintenance & Protection of Traffic, Kernville Viaduct & War Memorial Bridge, PennDOT,** Project Manager for design of detour route signing including re-timings of the traffic signals

**Bustleton Pike Reconstruction, PennDOT,** Project Manager, for re-alignment and reconstruction of a two-lane urban collector, to correct geometrically deficient combination horizontal and vertical curve.



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**Central Business District Traffic Study & Signal Design**, City of Pottsville, *PA*, Optimized and coordinated the signal timings to create better levels of service. Prepared revised signal design plans.

**Montoursville Airport Access Road**, *PennDOT*, Task Leader for traffic engineering for a new roadway connection from the Williamsport-Lycoming County Regional Airport to the local interstate.

**Interstate 80, Open Road Tolling Conversion**, *Delaware River Joint Toll Bridge Commission*, Project Manager for construction engineering services to contractor on Open Road Tolling conversion project.

**Schuylkill River Bridge Rehabilitations, Penrose Avenue & George C. Platt Bridges**, *PennDOT*  
Task Leader responsible for preparation of Maintenance and Protection of Traffic Control Plans.

**SR 0196-0652, Superstructure Replacement**, *Design/Build, PennDOT* Project Manager for single span steel beam bridge. Included preparation of TS&L plans and calculations and final plan preparation.

**SR 0309 over Toby Creek, Substructure and Superstructure repairs**, *Design/Build, PennDOT*  
Project Manager for two single span concrete bridges on SR 0309 in Luzerne County.

**SR 0502 over Springbrook Creek, Culvert Replacement**, *Design/Build, PennDOT*, Project Manager for culvert replacement on SR 0502 in Lackawanna County

**SR 0191-01B, Ackermanville Bridge**, *Design/Build, PennDOT*, Project Manager for design of bridge and culvert replacement on SR 0191 in Northampton County.

**Delaware River Bridge Scour Remediation**, *Delaware River Joint Toll Bridge Commission*, Project Manager for construction engineering services on scour remediation projects on six.

**Four Bridges, Delaware County**, *PennDOT*, Project Leader and QA/QC manager for four bridge replacements in Delaware County.

**Jim Thorpe Bridge, SR 903**, *PennDOT*, Task Leader for the preliminary engineering and final design of new bridge over the Lehigh River in Jim Thorpe.

**Cameron Bridge Replacement**, *PennDOT*, Led the traffic engineering efforts to support the development and consideration of 14 different alternative intersection/bridge designs.

**Betzwood Bridge**, *PennDOT*, Task Leader for the design of three new traffic signals to accommodate the new bridge and associated new development and access points.

**SR 0082 and Marriot Drive**, *Coatesville, PA*, Project Manager for the design of the reconstruction of SR 0082 to support a new signalized intersection and left turn lane.

**SR 0030 and Berkeley Road**, *Devon, PA*, Prepared Signal Design Study, Warrant Analyses and Traffic Signal design for new signal at this intersection.

**Traffic Impact Study & Traffic Signal Design**, *SR 0322 & 4017, Downingtown Area School District*  
Project Manager for the preparation of the Traffic Impact Study and design of a new traffic signal.

**Traffic Impact Study & Traffic Signal Design**, *SR 0093, SR 3026, Laurel Mall Associates, PA*, Project Manager for Traffic Impact Study and the design of two traffic signals.

**North Penn Signals**, *PennDOT*, Provide traffic engineering and traffic signal design services to assist the completion of the final design of six revised and 5 new traffic signal projects in the Lansdale Area.

**Corridor Analyses, Central Business District Parking Study & Traffic Calming Plan**, *Borough of Pottstown, PA*, Project Manager, 4-lane arterial corridor within urbanized central business district.

**Statewide Traffic Impact Study Reviews**, *DelDOT*, Project Manager/Traffic Task Leader for the review of traffic impact studies statewide on behalf of DelDOT.

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**Traffic Impact Study, Lexus of Lehigh Valley, PA,** Prepared and presented traffic study to support new automobile dealership including the re-timing of four adjacent signalized intersections.

**Traffic & Parking Study, Harrisburg International Airport,** Project Manager for the preparation of a Traffic Impact Study and Traffic Signal Plans to support the airport.

**Traffic Impact Study, Boulevard Plaza, PA,** Project Manager for preparation of access analysis and signal timing revisions for large shopping complex in northeast Philadelphia.

**Traffic Impact Study, Strath Haven MS, PA,** Project Manager to support Middle School expansion.

**Traffic Study & Landside Master Plan, Philadelphia International Airport.** Deputy Project Manager for management of data collection efforts, traffic analyses and preparation of the final report.

**Transportation Master Planning, Villanova University, PA,** Project Manager for conducting data collection, traffic models and alternative analyses including design of two new traffic signal systems.

**Traffic & Civil Engineering Design, The Ohio State University,** Project Manager for traffic and civil engineering assignments to support electrical facilities upgrades at The Ohio State University.

**Municipal Traffic Impact Studies, Whitemarsh Township, PA,** Project Manager for over three dozen traffic impact studies to support and analyze various land developments and land uses.

**Borough Traffic Engineer, Narberth, PA,** provided engineering design, review and ordinance development services on a number of traffic engineering issues.

**Municipal Traffic Engineer, Penn Township, PA,** provided engineering design, review and ordinance development services on a number of traffic engineering issues including traffic signal design.

**Township Traffic Engineer, Elk Township, PA,** Provided municipal traffic engineering support for review of land development projects and developer commissioned traffic impact studies.

**Township Engineer, Marple Township, PA** Managed municipal inspections, developed capital programs, conducted planning and zoning reviews, designed and manage annual road program.

**Civil & Traffic Engineering Services, Tower Bridge Complex, Oliver Tyrone Pulver Corp., PA** Project Manager for various traffic engineering tasks and civil engineering designs.

**Construction Management Services, Oliver Tyrone Pulver Corporation, PA,** Construction Manager for intersection reconstruction and traffic signal installation project.

**Central Delaware River Waterfront Master Plan, Delaware River Waterfront Corporation, Phila.** Project Manager, utility assessment, floodplain analysis, site assessments and pier stability assessments.

**Walgreens, Philadelphia, Pennsylvania,** Project Manager for site design and development

**The Parking Spot, Philadelphia, Pennsylvania,** Project Manager for 1000 car private parking facility

**The Hickman, Penrose Properties, PA,** Project Manager responsible for providing all civil, traffic, survey, and environmental engineering services for new multi-story, age restricted facility.

**Vault Design, Northeast Utilities, CT,** Project Manager for the design of pre-cast concrete vault covers.

**Utility Coordination Research and Guidelines Development, PennDOT,** Prepared recommendations to utility coordination procedures including recommendations for improvement to manual(s).

**Dams and Lakes, Structural and Hydraulic Analyses, Southwestern Energy Corporation, PA,** Project Manager for the structural and geotechnical investigation of two dam structures.

**R-3 Line Extension, Elwyn to Media, SEPTA,** Project Manager for 2-mile extension of rail line including track design, electrification design, communications and signaling, six bridge structures and a new ADA compliant station. Oversight of all engineering functions. (2005)

## **John A. Nawn, P.E.**

Page 5 of 5

**Red Rose Transit Authority, Paradise Railroad Station, Paradise, Lancaster County, PA.** Project Manager responsible for the design oversight of a new rail station on Amtrak's Harrisburg Line. The project involved design of the station facilities including eastbound and westbound platforms and parking facilities for approximately 30 vehicles. Special attention was afforded for the accommodation of transit buses, ADA requirements and pedestrian facilities. Both low level and mini-high level platforms were incorporated into the design. SEPTA GEC/Warminster Station Expansion. **Signing Authority/Engineer of Record.** (2001 to 2005)

**SEPTA Warminster Station.** Project Manager for Transportation Impact Study to assess the impacts of the expansion of this station on the local road network. The Warminster Station is located at the northern terminus of SEPTA's R-5 Warminster Line with the station expansion undertaken to better serve the increased patronage of the line. The expansion increased the amount of available parking by 300 spaces to create an 825-space parking facility. The work included traffic data collection, a parking utilization study, and analysis of existing traffic operations, estimation and projection of new traffic volumes resulting from the expansion, and analysis and evaluation of impacts at five, adjacent signalized intersections. Tasks also included analysis of proposed circulation patterns, parking layout and pedestrian circulation. Particular attention was paid to pedestrian and vehicle interaction, pedestrian safety and ADA compliance. (2001)

**SEPTA GEC/Elm Street Station Expansion** Project Manager for Transportation Impact Study to assess the impacts of the expansion of this station on the local road network. The Elm Street Station is located at the northern terminus of SEPTA's R-6 Norristown Line with the station expansion undertaken to better serve the increased patronage of the line. The expansion increased the amount of available parking by 100 spaces to create a 260-space parking facility. The work included traffic data collection, a parking utilization study, analysis of existing traffic operations, estimation and projection of new traffic volumes resulting from the expansion, and analysis and evaluation of impacts at adjacent signalized intersections. Tasks also included analysis of proposed circulation patterns, parking layout and pedestrian circulation. Particular attention was paid to pedestrian and vehicle interaction, pedestrian safety and ADA compliance. (2001)

**Scour Protection for Lieutenant River Bridge, AMTRAK, CT,** Project Director for construction drawings and environmental permitting for the construction of rock scour protection. Oversight of all engineering functions. (2008-2009)

**Reconstruction of Culvert 3.35, AMTRAK, CT,** Project Director for construction drawings and environmental permitting for relining of Culvert 3-35, due to erosion, on Amtrak's Northeast Corridor. Oversight of all engineering functions. (2008-2009)

**Sharon Hill Train Station, PA,** Project Manager for design of the historic reconstruction of station on SEPTA/Amtrak NEC including ADA compliance. Oversight of all engineering and architectural functions. (1995-2005)

Project Manager for the **Bernardsville Rail Station Improvement Project in Bernardsville, Somerset County, NJ.** This project included redesign of station platforms, reconfiguration and expansion of the 200-car parking lot, pedestrian and ADA improvements, along with drainage, landscaping and environmental permitting. (1993)

**Conrail.** Project Manager for a Conrail/pedestrian grade crossing project in Brooklawn, NJ. Project included new crossing signals/gates/protection, pedestrian route studies, and ADA compliance issues. (1993).

### **AFFILIATIONS:**

- Institute of Transportation Engineers, *certified Professional Traffic Operations Engineer*
- Community Transit of Delaware County, (DELGO), *Chairman of the Board*
- National Society of Professional Engineers, *Northeast Region Managing Director*
- Pennsylvania Society of Professional Engineers, *Past President*
- Newtown Township, Delaware County, *past Township Supervisor/Chairman*





## VILLAGE OF BURR RIDGE

### MEMORANDUM

**TO:** Village of Burr Ridge Plan Commission  
Greg Trzupek, Chairman

**FROM:** Ella Stern, Planner

**DATE:** June 17, 2024

**RE:** Board Report

---

The Board of Trustees took the following actions relative to matters forwarded from the Plan Commission on June 10, 2024.

- **V-02-2024: 15W627 89th Street (Eshghy)**
  - The Board directed staff to prepare an Ordinance approving variation requests for a fence and patio within the corner side yard setback. The recommendation was unchanged from the Plan Commission.
- **V-03-2024: 9S247 Madison Street (Davalos)**
  - The Board directed staff to prepare an Ordinance denying variation requests for a fence in the interior side yard; a fence 6 ft. in height; and a fence less than 50 percent open. The recommendation was unchanged from the Plan Commission.
- **Z-04-2024: Walls and Masonry Piers Text Amendment (Tuschall Engineering)**
  - The Board directed staff to prepare an Ordinance denying text amendments to the Zoning Ordinance to allow decorative walls and masonry piers in non-residential districts. The recommendation was unchanged from the Plan Commission.
- **Z-16-2023: Fence Text Amendment**
  - The Board directed staff to prepare an Ordinance approving text amendments to the Zoning Ordinance related to creating a special use for corner side yard fences in residential districts. The recommendation was unchanged from the Plan Commission.
- **Manufacturing Districts and Rules and Definitions Text Amendment**
  - The Board directed the Plan Commission to Hold a Public Hearing to Consider Text Amendments to Section X: Manufacturing Districts and Section XIV: Rules and Definitions of the Zoning Ordinance to Identify, Define, and Reclassify All Potential and/or Presently Listed Uses. This text amendment will be on the July 15<sup>th</sup> Plan Commission Agenda.
- **V-01-2024: 15W765 80<sup>th</sup> Street (LaConte) Reconsideration**
  - The Plan Commission's original recommendations were as follows: unanimous approval to permit a fence within a corner side yard setback, unanimous denial of a fence less than 50% open, and a motion to approve a fence in the front yard which failed with a 3 to 2 vote (meaning no recommendation was made).
  - At the April 22<sup>nd</sup> meeting when the Ordinance was to be formally adopted, the

Board approved an Ordinance approving the fence in the corner side yard setback which was unchanged from the Plan Commission's recommendation. The Board approved an Ordinance approving a fence less than 50% open which was a reversal of the Plan Commission's recommendation and the direction to staff on April 8th. The vote was 4 to 2 with the Mayor voting (four affirmative votes are required to pass a motion). The Board approved an Ordinance denying the fence in the front yard.

- Upon drafting this revised Ordinance (A-834-11-24) and after review by the Village Attorney, it was found that there is conflict between the approvals granted. The approval for the fence in the corner side yard setback included a condition that the fence shall be at least 50 percent open, but then approval was later granted for a fence less than 50 percent open. The Ordinances have not yet been signed.
  - The Board made the following motions at the June 10<sup>th</sup> Board meeting;
  - Motion to reconsider Ordinance No. A-834-10-24, due to it being inconsistent with Ordinance No. A-834-11-24, regarding the condition that the fence to be located in the corner side yard shall be at least 50% open.
  - Motion to reconsider Ordinance No. A-834-11-24, due to it being inconsistent with Ordinance No. A-834-10-24, regarding the approval of a variation to the requirement that a fence be at least 50% open.
  - Motion to reconsider Ordinance Nos. A-834-10-24 and A-834-11-24 and remand to the Plan Commission for hearing regarding the request for variations addressed by those two ordinances.



VILLAGE OF  
**BURR RIDGE**  
A VERY SPECIAL PLACE

**S-01-2024: 15W451 91<sup>st</sup> Street (Burr Ridge Middle School); Requests conditional approval as per Section 55.05 of the Sign Ordinance for a wall sign at a non-residential lot in a Residential District.**

**HEARING:**

June 17, 2024

**TO:**

Plan Commission  
Greg Trzupek, Chairman

**FROM:**

Ella Stern  
Planner

**PETITIONER:**

Burr Ridge Middle School &  
Olympik Signs Inc.

**PETITIONER STATUS:**

Owner

**PROPERTY OWNER:**

Burr Ridge Middle School

**EXISTING ZONING:**

R-1/R-3 Single-Family  
Residence District

**LAND USE PLAN:**

Recommends Single-Family  
Residence

**EXISTING LAND USE:**

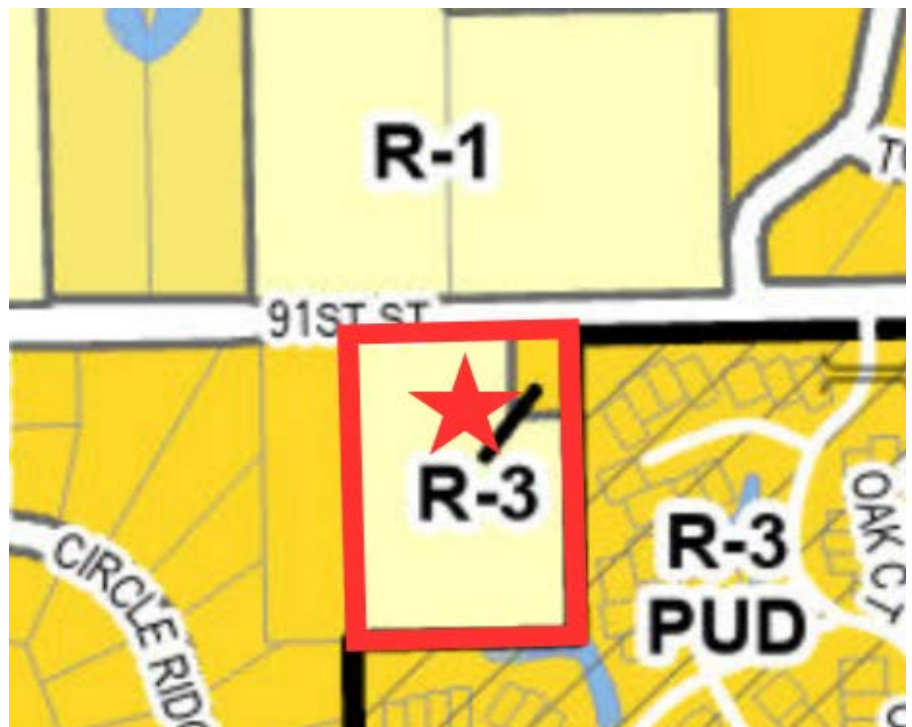
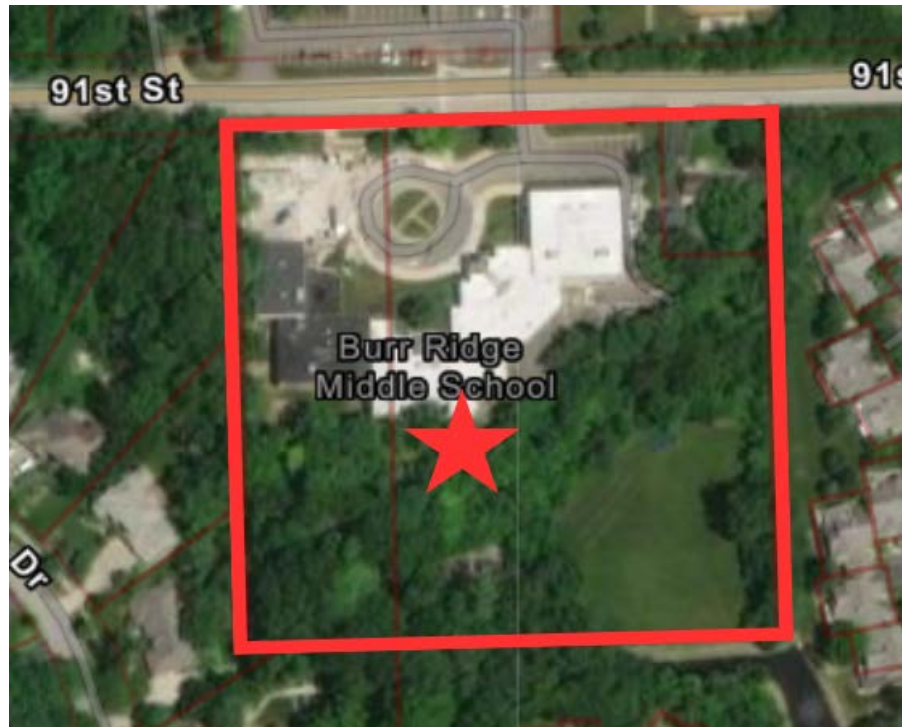
Burr Ridge Middle School

**SITE AREA:**

5.77 Acres

**SUBDIVISION:**

Burr Ridge Middle School





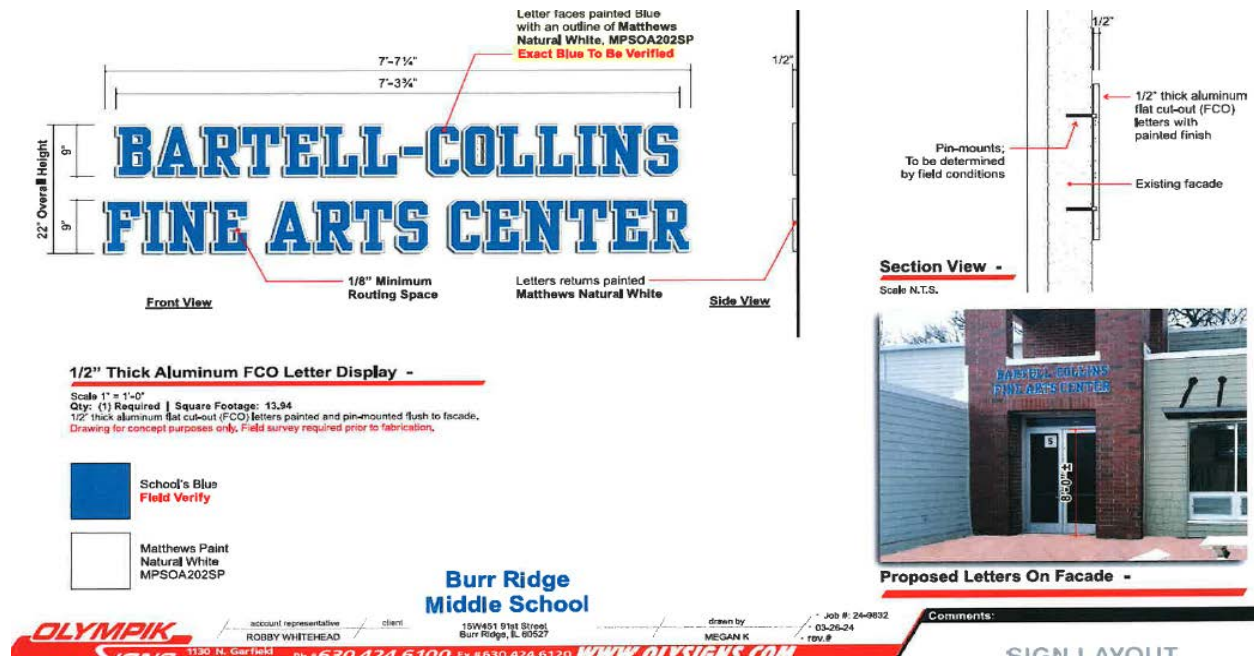
## Staff Report and Summary

S-01-2024: 15W451 91<sup>st</sup> Street (Burr Ridge Middle School); Conditional Sign and Findings of Fact

The petitioner is Burr Ridge Middle School, owner of the building at 15W451 91<sup>st</sup> Street. The petitioner is seeking conditional approval as per Section 55.05 of the Sign Ordinance for a wall sign at a non-residential lot in a Residential District. Section 55.05 of the Sign Ordinance permits each non-residential lot in Residential Districts to have:

- One sign may be allowed for each multi-family residential or non-residential lot or parcel provided it does not exceed 16 square feet in area.

The petitioner requests one non-illuminated wall sign on the subject property. The sign is 13.94 square feet and complies with the Sign Ordinance regulations. The subject property currently has one ground sign along 91<sup>st</sup> Street. The proposed sign is subject to the approval of the Board of Trustees upon review by the Plan Commission. Unless specifically stated otherwise, conditional signs require issuance of a sign permit prior to construction.



*Proposed sign.*



*Proposed sign location.*

## Staff Report and Summary

S-01-2024: 15W451 91<sup>st</sup> Street (Burr Ridge Middle School); Conditional Sign and Findings of Fact

### **Findings of Fact and Recommendation**

The petitioner has provided findings of fact, which the Plan Commission may adopt if in agreement with those findings. If the Plan Commission chooses to recommend conditional approval of the sign included in the petition, staff recommends that they be made subject to the petitioner's plans.

### **Appendix**

Exhibit A – Petitioner's Materials



# VILLAGE OF BURR RIDGE

## PETITION FOR PUBLIC HEARING PLAN COMMISSION/ZONING BOARD OF APPEALS

### GENERAL INFORMATION (to be completed by Petitioner)

PETITIONER (All correspondence will be directed to the Petitioner): Burr Ridge Middle School / olympik signs.

STATUS OF PETITIONER: Sign Company / Agent - Olympik Signs Inc.

PETITIONER'S ADDRESS: 1130 N Garfield, Lombard IL 60148

ADDRESS OF SUBJECT PROPERTY: 15W451 91st St, Burr Ridge IL 60527

PHONE: (630) 652-4115

EMAIL: Mramirez@Olysigns.com

PROPERTY OWNER: Burr Ridge Middle School

PROPERTY OWNER'S ADDRESS: 15W451 91st St PHONE: (630) 325-5454

PUBLIC HEARING REQUESTED: ☐ Special Use ☐ Rezoning ☐ Text Amendment ☒ Variation(s)

### DESCRIPTION OF REQUEST:

Non-Illuminated 1/2" thick Aluminum flat cut-out (FCO)  
Letters painted & pin-mounted flush to facade.

### PROPERTY INFORMATION (to be completed by Village staff)

PROPERTY ACREAGE/SQ FOOTAGE: 5.77 Acres EXISTING ZONING: R-1/R-3 Single Family Residential

EXISTING USE/IMPROVEMENTS: Burr Ridge Middle School

SUBDIVISION: Burr Ridge Middle School

PIN(S) # 10-01-303-004 & 10-01-303-003

The above information and the attached Plat of Survey are true and accurate to the best of my knowledge. I understand the information contained in this petition will be used in preparation of a legal notice for public hearing. I acknowledge that I will be held responsible for any costs made necessary by an error in this petition.

Agent / olympik Signs Inc. [Signature]  
Petitioner's Signature

05/24/24  
Date of Filing

Permits #24-087





FINDINGS OF FACT  
FOR A VARIATION PURSUANT TO THE VILLAGE OF BURR RIDGE  
SIGN ORDINANCE

The Plan Commission's recommendation to approve or deny a Sign Variation request is determined by the following standards (as per section 55.39 of the Burr Ridge Sign Ordinance). The applicant must provide a response to each of the following findings by indicating the facts supporting such findings.

a) The variation is in harmony with the general purpose and intent of the Sign Ordinance.

The proposed sign's purpose is to identify the entrance to the Fine Arts Center. The copy style/font matches the existing Burr Ridge Middle School sign which keeps in harmony w/ the general purpose & intent of the sign ordinance.

b) The plight of the petitioner is due to unique circumstances.

The sign as proposed matches the existing Burr Ridge Middle School sign so it will have no negative impacts.

c) The variation is necessitated by practical difficulties or particular hardships created by the requirements of the Sign Ordinance;

The proposed again matches the school sign & is also non-illuminated.

d) The variation will not alter the essential character of the locality

The sign will provide the entrance identification to the Fine Arts Center which is part of the building & will in no way alter the essential of the area.



FINDINGS OF FACT  
FOR CONDITIONAL SIGN APPROVAL PURSUANT TO THE  
VILLAGE OF BURR RIDGE SIGN ORDINANCE

The Plan Commission's recommendation to approve or deny a Sign Variation request is determined by the following standards (as per section 55.41 of the Burr Ridge Sign Ordinance). The applicant must provide a response to each of the following findings by indicating the facts supporting such findings.

- a) The conditional sign request is in harmony with the general purpose and intent of the Sign Ordinance.

The proposed sign will provide identification to the fine arts Entrance & be in harmony matching in style the existing school signage.

- b) The sign will not adversely impact or be a detriment to the surrounding area.

With the school having multiple entrances it is important that the school needs to identify the entrance to the Fine Arts Center so people can find the Entrance & in the event of an emergency 1st Responders can also identify the Entrance.

- c) The sign will be in character with the site design and building architecture of the property on which it is located.

N/A

- d) The variation will not alter the essential character of the locality.

The proposed sign if allowed will serve the purpose of identifying the Entrance to all who are looking for the Fine Arts Center, will match the existing school signs, & it will also be Non-Illuminated.

# Burr Ridge Middle School

15W451 91st Street  
Burr Ridge, IL 60527

FCO Letters

Job #: 24-9832

● 03-26-24



1130 N. Garfield Ph.# 630.424.6100 Fax.# 630.424.6120 [WWW.OLYSIGNS.COM](http://WWW.OLYSIGNS.COM)

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Site Plan -

## Burr Ridge Middle School

account representative / client  
ROBBY WHITEHEAD

15W451 91st Street  
Burr Ridge, IL 60527

drawn by  
MEGAN K

Job #: 24-8932  
05-28-24  
rev. 11

Comments:

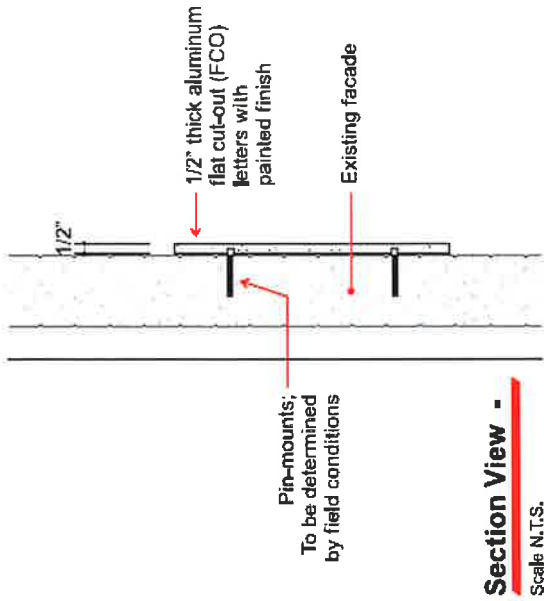
**OLYMPIK SIGNS** 1130 N. Garfield  
Lombard, IL 60148 Ph: # 630.424.6100 Fax: # 630.424.6120 [WWW.OLYSIGNS.COM](http://WWW.OLYSIGNS.COM)

SITE PLAN

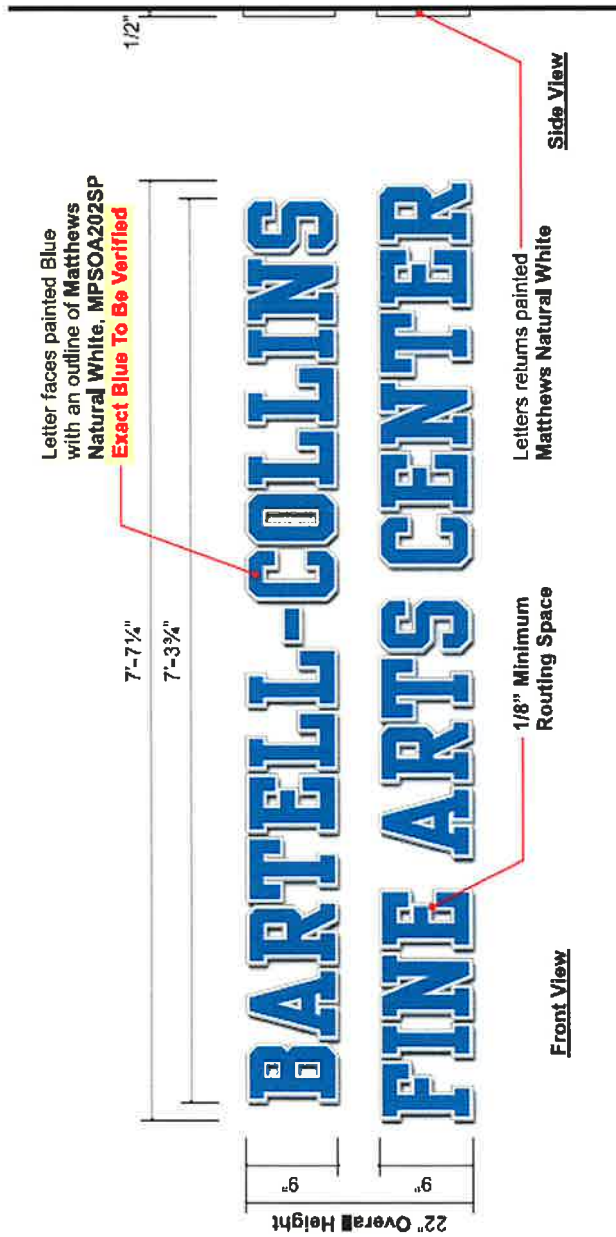
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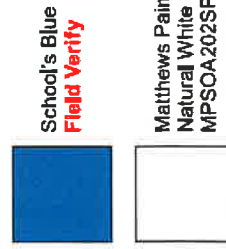


Proposed Letters On Facade -



## 1/2" Thick Aluminum FCO Letter Display -

Qty: (1) Required | Square Footage: 13.94  
1/2" thick aluminum flat cut-out (FCO) letters painted and pin-mounted flush to facade.  
Drawing for concept purposes only. Field survey required prior to fabrication.



## Burr Ridge Middle School

15W451 91st Street  
Burr Ridge, IL 60527

account representative  
ROBBY WHITEHEAD

client

drawn by  
MEGAN K

Job #: 24-9832  
03-26-24  
REV. #

Comments:

**OLYMPIK SIGNS** 1130 N. Garfield  
Lombard, IL 60148 Ph. # 630.424.6100 Ex. # 630.424.6120 [WWW.OLYSIGNS.COM](http://WWW.OLYSIGNS.COM)

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## SIGN LAYOUT